WELCOME!

Whether you are new to Mocksville or a long-time resident, you are aware of the unique character and charm of our small town. Founded in 1810 and chartered in 1839, Mocksville is a town of small businesses, industries, civic and charitable organizations, and comfortable residential areas that maintain a strong link to the past yet embrace an exciting and hopeful future.

Growth, evidenced by development, when designed to be a natural extension of our town is a positive force for our community. Inappropriately designed development, on the other hand, can be detrimental to our community character and our quality of life. The purpose of this document is to identify the key design elements that help to define our character and to outline some design recommendations to better enable you to work with us to ensure that new development is in harmony with the existing town of Mocksville.

A RICH HISTORY AND A PROMISING FUTURE

Mocksville is located in the geographic center of Davie County at the forks of the Yadkin: the confluence of the Yadkin and South Yadkin Rivers. One time home of Squire and Sarah Boone and their son Daniel Boone and his wife Rebecca, Davie County has a rich and colorful history.

Davie County was formed in 1836 and named in honor of William R. Davie, a Revolutionary War leader and governor of North Carolina. Prior to that, it was part of Rowan County. The first courthouse, located in the exact center of the new town of Mocksville, was completed sometime between 1836 and 1840. (Wall 1969)

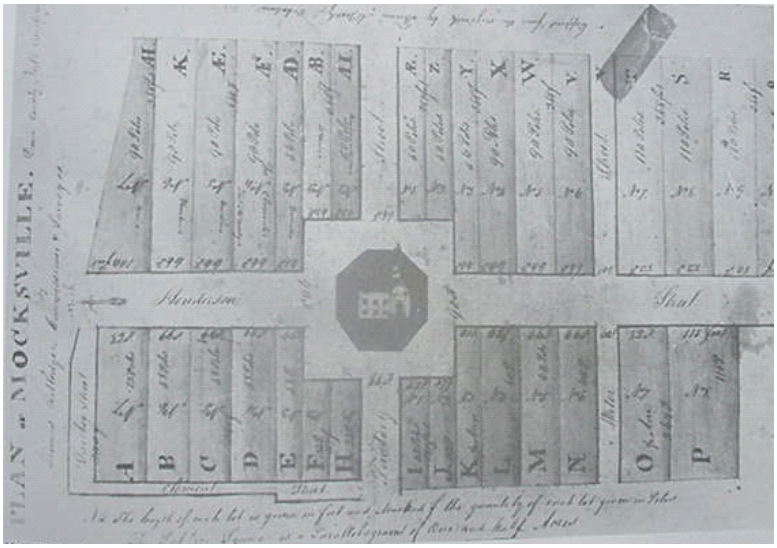
Daniel and Rebecca Boone lived in Davie County off and on for most of thirteen years where it is believed that their first five children were born. Although Daniel and Rebecca eventually left Davie County, Squire and Sarah Boone are believed to have lived in Davie County for most of the years between 1753 and their deaths in 1765 and 1777, respectively, and are buried at Joppa Cemetery in Mocksville. (Wall 1969)

Although it is hard to believe today, Davie County and Mocksville were once part of the American Fron-

Contents

Plan of Mocksville

The original plan for Mocksville, shown below, was laid out by Thomas Ratledge, a county surveyor, after the property was acquired in 1837 by the first board of county commissioners. Much of the 19.25 acres was donated. At the time this plan was drawn, most of the buildings in the town were located to the southwest of this site along Salisbury Road.



The original plan is still evident today in the street and building patterns of downtown Mocksville. The original courthouse was constructed in the courthouse square where an oak tree was planted at each of the four corners of the lot. The courthouse no longer stands, but the oak trees continue to provide definition and shade to the center of town.

tier known for its untamed wildness and troubles with Native Americans. According to early explorers and settlers, Davie County had abundant wildlife and game. Bears were especially common giving rise to the name of Bear Creek . In fact, Squire and Daniel Boone are said to have killed 100 bears in Davie County in one winter. It is believed that Daniel and Rebecca Boone left Davie County for Virginia from about 1759 to 1762 because of the dangers from Cherokee raids and the plundering, stealing and killing committed by white "Highwaymen" during the French and Indian War. (Wall 1969)

Mocksville derives its name from "Mocks Old Field," a name given to much of the land originally acquired for the town. It is believed to be named for Andrew Mock, one of the original land owners. The Mocks Old Field Post Office was established in 1810, but its name was changed to Mocksville sometime between 1823 and 1826. (Wall 1969)

When the Town of Mocksville was chartered in 1839, it measured not quite one square mile and contained forty houses and twenty-five businesses. In 1837, the editor of the Carolina Watchman wrote that Mocksville was an "interesting and thrifty village" located in a "beautiful situation near the center [of the county]." In 1839, *The Western Carolinian* reported that the county seat was "situated on an eminence gradually sloping in every direction on a clean, dry, sandy soil" noting that "the commissioners could not have selected a better spot." (Wall 1969)

By 1895, the town boundaries had been extended from "one-half mile in each direction of the Court House" to one mile and the town numbered about 600 residents. Public water and sewer were first installed in the town in 1922, primarily to serve businesses. In 1952, the town's citizens voted to approve a six-cent tax levy for recreation purposes. This represented a significant investment of public funds and demonstrated the importance of recreational opportunities to the community as a whole. (Wall 1969)

Today, Mocksville is nearly seven square miles in area and home to 4,200 citizens. Much of the town's growth, like many southern towns, has occurred since the end of World War II.

MOCKSVILLE TODAY

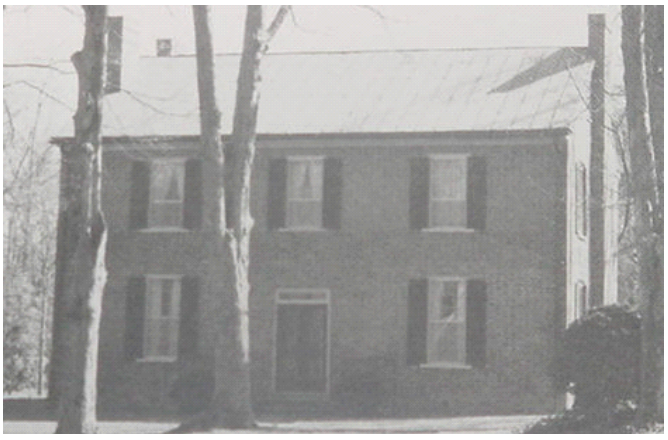
While the town has continued to evolve and change, it has retained its strategic urban core, its vital residential areas, and a strong commercial and industrial base. It is these resources that the town wants to protect and encourage through careful design of future building projects and protection of its historic resources.

The built environment of Mocksville today is a combination of its rich history, its recent past, and its current mix of land uses. Many different architectural styles are evident in Mocksville's residential and business districts, but there is a theme within the downtown business district and adjacent residential districts that provides much of the identity of the community. Historic house styles include Neo-Classical Revival, Federal, and Colonial Revival as well as homes that are richly asymmetrical providing visual interest to the front façade. Most homes are also well balanced in terms of their size and their placement on the lot relative to adjacent residences and streets. [Mohney, 1986]

Multi-family housing is interspersed with single family housing in many residential areas. In some cases, older homes have been converted into two residential apartment units. Small multi-family complexes and duplexes have also been built in some areas. Newer complexes, however, tend to be architecturally, visually, and often physically separated from single family neighborhoods instead of integrated into the neighborhood fabric.

Although Mocksville is made up of many types of land uses and allows for a number of zoning districts, like most urbanizing areas it can as a whole be described very broadly in two distinct categories: urban and less urban. It is useful to think of these two types of areas when evaluating development norms and trends. The following is a summary of the typical characteristics of these two areas as found across the United States.

The old Davie County Jail was built in 1839, the year Mocksville was incorporated, and was later converted to a residence. The exterior and first floor were restored by Hugh S. Larew in 1969. This building is on the National Register of Historic Places.



The Jesse A. Clement House, built in 1828, is one of Mocksville's Federal style houses. This house is on the National Register of Historic Places.

The Knox Johnstone House, built in 1929 on North Main Street, is an excellent example of the Colonial Revival style. The symmetrical façade and two large gable end chimneys are particularly noteworthy.

Built in 1911, the Allison Family house on Maple Avenue is a Neo-Classical Revival style home.

Typical Characteristics of Urban Areas

- Streets connect to adjacent streets where possible and avoid ending in cul-de-sacs..
- Important focal sites are reserved for civic buildings (terminating vistas).
- The short face of blocks front along boulevards.
- There is an urban mix of neighborhood shops, businesses, housing, and institutions located at the center of the urban area.
- Workshops and offices are located along boulevards.
- There is a playground within a five minute walk of every residence.
- Mixed use streets are anchored by corner shopping districts.
- Schools are shared by adjacent neighborhoods.
- Shopping centers are located at high-traffic intersections.
- Parking lots are designed as plazas.

Typical Characteristics of Less Urban Areas

- There are auto-dependent commercial areas located along highways.
- Straight streets lead to neighborhood centers.
- Retail is centered along highways.
- Only neighborhood scale shops, businesses, housing, and institutions are located at the center.
- Recreation areas, neighborhood clubs, or country clubs are located at the edge of developed areas to serve the residents.
- Apartments are located along the edge of the developed area.
- Roads curve more, following natural features.
- Schools and playing fields are located along the edge of the developed area.
- Entry points into the developed area may be used for siting important civic structures.

More specifically, Mocksville can be described as consisting of a town center, highway corridors, industrial centers, neighborhood centers, and residential neighborhoods. Each is either developed or intended for a specific purpose and is important to the overall health and growth of the town.

Mocksville Town Center. The downtown is the heart of Mocksville. It is the civic, cultural, and business center of the community. Its vitality is critical to the success of the town as a whole. The buildings in the downtown have traditionally exhibited design elements that contribute to uniqueness of downtown. Our buildings tend to have steeply pitched roofs or flat or low pitch roofs concealed by the front facade parapet. They also have no or small front or side yard setbacks, large storefront windows or prominent doorways on the first floor, and strong horizontal separations between the first floor and any upper floors created by windows and/or changes in facade materials. Most buildings are clad in brick trimmed with wood. The predominate color of buildings and trim reflects the earth tones inherent in the building materials common to our region.

Highway Corridors. The highway corridors of the town are its gateways and home to most of it commercial development. The buildings and uses located in these areas leave lasting impressions on motorists, both visitors and residents alike. Although in area they represent only a small portion of the entire community, they define the community for many people and are critical to its image.

The commercial uses along the highway corridors are largely automobile dependent. Buildings in these areas have, over the years, gotten progressively larger

The current "old" courthouse is actually the second courthouse to be built in Davie County. It replaced the original courthouse which was located in the center of the town square at Main and Depot Streets. Built in 1909 on the site of the old Davie Hotel, the Neo-Classical Revival style building was reconstructed after a 1916 fire and has, since then, appeared much the same as it does today. The courthouse is on the National Register of Historic Places.

and have been set back further and further from the road to accommodate even larger parking areas. The effect of this change has been to disassociate the buildings from the road and to create large expanses of asphalt that lack character and appeal.

Industrial Centers. Much of Mocksville's older industrial areas are located along the rail line that runs through the town. A shift from rail to road transport in recent years, however, has created a different growth pattern. Newer industrial growth has occurred in planned industrial parks located in the northwestern part of town near the I-40 corridor and along U.S. highways 601 and 64. The need for good roads and access to the interstate system will continue to play an important role in the town's industrial growth for many years to come.

Neighborhood Centers. Few true neighborhood centers exist in Mocksville. This is a relatively new land use category and although it is well represented on the *Official Zoning Map* the currently zoned neighborhood centers often consists of uses which existed prior to this zoning district. Therefore, we must look to what we want in a neighborhood center rather than what we have as a model for future neighborhood center development.

Neighborhood centers should be designed and created to serve immediately adjacent and nearby residential areas. They may contain small and medium scale commercial uses, some institutional uses, and mixed residential dwelling types. They should be relatively compact and uses should be permitted which complement rather than compete with larger commercial areas including the town center.

Residential Neighborhoods. Mocksville's residential neighborhoods are overwhelmingly composed of single family detached housing. Although several historic neighborhoods are adjacent to the downtown, the most notable of which is along North Main Street, most of the housing stock within the town was built after World War II. Some multi-family housing is located along the major thoroughfares either as separate complexes, scattered units, or converted single-family homes. All neighborhoods are served by public water and sewer and public streets, but few have public sidewalks or bike trails. Recorded neighborhood park sites are not uncommon, but developed and maintained park sites are.

Although most of the residential areas of the town have a good tree canopy, newer subdivisions often lack mature trees and are largely devoid of developer-installed treescapes. Urban sprawl at the town's edge in mostly rural, unincorporated areas destroys the rural landscape, threatens valuable farmland and natural areas, and burdens public infrastructure.

OUR APPROACH

The design guidelines outlined in this document were based upon the historical development pattern of Mocksville, existing conditions, and widely accepted principles for town development. Only those elements of design that are critical to maintaining and enhancing our community character are included.

Mocksville has become dominated by the automobile and has a need to return some focus to the pedestrian. Efforts are needed to make the environment a pedestrian friendly one in which we commit to making public spaces inviting and usable.

These design guidelines are recommendations only. As such, compliance is strictly voluntary. However, those design elements needed to ensure that infill development and newly developed areas do not disrupt the traditional development pattern and character of Mocksville may be incorporated into the town's land use ordinances. Therefore, some design guidelines that appear in this document as suggestions may actually be required for development by one or more of these ordinances. It is possible that some of the recommended design guidelines contained herein conflict with one of these ordinances or some other local, state, or federal law. Such laws shall always take precedence over these recommendations. We strongly encourage you to become familiar with our land development ordinances before you plan your next project.

Some design standards that appear in this document as suggestions may actually be required for development by local

The design guidelines are arranged by key design elements. For example, building design is broken into various elements such as presentation, façade, and material. Likewise, site design elements include access, parking, landscaping, and density. Accessory uses and structures and infrastructure are also covered by various design elements including signs, streets, lighting, and open space.

It is our sincere hope that you will work with us to preserve our town's character by incorporating these standards into your development plans to the maximum extent practicable. It is unlikely that any of these standards will significantly increase the cost of development, yet it is very likely that if used they will help you create a development that is attractive to buyers, customers, and investors and will, in the long run, help to ensure that property values – yours included – continue to increase.

If you need help using any part of these guidelines, please contact the Town of Mocksville at:

Town of Mocksville
171 Clement Street
Mocksville, NC 27028
(336) 751-2259

KEY DESIGN ELEMENTS

The public street is not just a way to get from one location to another; it is often the only exposure the public has to our community. Residents and strangers alike form their impression of Mocksville by what they see as they move along our streets. We as a community care about how our structures and spaces relate to each other and to our public spaces. A well-designed and maintained community conveys a sense of pride and orderliness that often translates into increased property values and a greater quality of life for residents.

The design elements included in these recommended standards are critical to maintaining and enhancing the character of Mocksville. **While it may be obvious to design professionals why these elements are needed, preceding the design guidelines for each of the elements as follows are explanations provided to help the non-professional and the casual reader understand what we are trying to accomplish.**

Design Elements

- Access
- Arcades, Awnings and Canopies
- Building Presentation
- Building Width
- Demolition
- Density
- Exterior Materials
- Facades
- Height
- Lighting
- Location
- Lot Size and Arrangement
- Natural Resource Protection
- Open Space and Recreation Areas
- Parking
- Residential Design
- Services and Utilities
- Sidewalks, Trails, and Pedestrian Pathways
- Signs
- Size, Scale, and Compatibility
- Streets
- Trees and Landscaping
- Walls and Fences
- Windows

[Photo provided courtesy of the North Carolina Division of Community Assistance and the Appalachian Regional Commission.]

Bumper-to-bumper traffic is no longer the bane of only large cities. Small towns like Mocksville are having increasing problems with traffic because of the way we have developed in recent years. Luckily in Mocksville, the problem isn't severe and we have the opportunity to change the way we growing.

The automobile will continue to be our dominate means of transportation. But by encouraging mixed use developments, more and better pedestrian and cycling opportunities, and orienting our development focus from the automobile to the pedestrian we can reduce our dependence.

ACCESS

Access, as it applies to these design guidelines, simply means our ability to enter, approach, or pass to and from a parcel or development site from a public street. Three main types of access are addressed in this section: 1) vehicular access, including access to loading and unloading areas, 2) pedestrian access, and 3) bicycle access.

There are several reasons for controlling vehicular access. These are: 1) reducing, postponing or even preventing costly street improvements; 2) improving traffic safety; 3) reducing traffic congestion and delays; and 4) making it safer for pedestrians and bicyclists to use sidewalks and streets.

The location of driveways dictates the movement of vehicles on and off of property. Except in rural situations where private streets may be used, driveways represent the point of contact between individual properties and public streets. Where driveways are located and how many there are can determine whether or not vehicles going onto or coming off of a piece of property can do so without endangering the lives of their passengers and the lives of other motorists. Also, the number of driveway cuts along a street impacts the ability of that street to move traffic in an efficient manner. The more choices and opportunities for turning off of or pulling on to the street, the more unpredictable traffic becomes. Predictability is crucial for minimizing traffic hazards. Although this isn't much of an issue along typical residential streets, it can be a serious problem along arterial streets which carry heavy volumes of traffic.

Sidewalks in parking lots ensure a safe place for pedestrians and can, as this photo illustrates, provide needed space for lighting and landscaping.

Some developments have attempted to limit driveway cuts by designing reverse-frontage lots. A reverse frontage lot is one on which a building is designed and constructed to face a new minor street, or parking area that provides access to the opposite side of the parcel from an existing public street. Such lots force the backsides of buildings to face the primary public street instead of the front which is the appropriate "face" of a building.

Loading and unloading of goods and supplies can occur at the front, side or rear of the property. Wherever it is provided, loading and unloading areas need to be well designed and located to ensure the safety of pedestrians and motorists and to avoid negative impacts on adjacent residential properties. Loading may also be done in business off hours .

Safe, convenient pedestrian access to buildings from parking areas and adjacent developments is crucial in creating a pedestrian-friendly town. Projects that provide clear, safe access to existing public sidewalks and adjacent pedestrian pathways are more likely to benefit from and encourage nearby pedestrian traffic. These include pleasant areas such as passageways that look into shops.

Mocksville's gently rolling topography makes it a great place for bicycle use. If we plan for bicycles in our public and private projects, many more of our citizens may choose to peddle to work, to shop, and to make other short trips. This not only may reduce congestion on our streets, it will help to reduce pollution and to possibly improve the health of our citizens.

Design Guidelines

GOAL: To have safe, convenient, and sufficient access to all properties by vehicles, pedestrians, and bicyclists.

1. All vehicular access to a development containing multiple destinations (malls, strip centers, multiple building developments, etc.) should be provided by means of a shared driveway, side street, or frontage road. (All areas.)
2. The approaches to loading and unloading areas should be designed to minimize conflict with on-site vehicular, pedestrian, and bicycle traffic and with adjacent residential uses. (All mixed use and commercial areas.)
3. In mixed use and commercial buildings, primary pedestrian access should be from the street front.

(All mixed use and commercial areas.)

4. Pedestrian pathways should be provided from the street or parking area to building entrances and between adjacent buildings on the same or adjacent tracts of land. (All mixed use and commercial areas.)

   Such pathways should be:

   a. Well marked and highly visible when crossing internal driveways. Marking is best achieved by a change in material that provides a strong contrast with the vehicular surface. Striping, although acceptable, requires frequent maintenance

   b. Conveniently located

   c. Pleasant and safe

   d. Accompanied by landscaping and low-level lighting

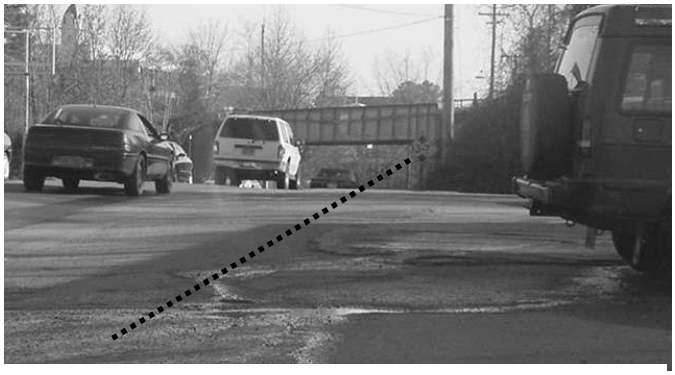
   e. Direct and should minimize potential conflicts with vehicles

   f. ADA compliant

   g. A minimum of five (5) feet wide.

5. Walls, fences, berms, and similar barriers between properties requiring public access should contain breaks designed to allow the safe passage of vehicles, pedestrians, and bicycles. (All mixed use and commercial areas.)

6. At least one driveway or other vehicular link should be provided to adjacent property between uses such as shops and offices that require public access. (All mixed use and commercial areas.)



Without the dashed line on the photo above, it is nearly impossible to determine where the street ends and the parking area begins. This type of design is dangerous for motorists, pedestrians, and cyclists.

7. Vehicular access to residential lots may be provided from the front, side, or rear of the property. New developments of more than five contiguous lots should not have lots that directly access adjacent thoroughfares. Instead, service roads (alleys) can be used to provide primary vehicular, utility, and service access along the backside of the property. (All mixed use and residential areas.)

8. Driveways from public streets serving residential lots should not be less than ten feet in width nor

   more than 12 feet in width whether individual or shared. (All mixed use and residential areas.)

9. Developers and builders should ensure that all lots have paved driveway and parking areas. (All mixed use and residential areas except the OSR district.)

10. No new driveway on any development site should be created less than 100 feet from an existing driveway or street intersection except where such prohibition would deny access to the property or where a safe sight distance cannot be achieved otherwise. (All areas.)

11. Whenever possible, driveways should be aligned with driveways on the opposite side of the public street. (All areas.)

12. Shared driveways are encouraged. (All areas.)

13. Private roads that serve up to five lots should be permitted. (OSR district only.)
14. Driveway areas should be paved with a ten foot wide asphalt or concrete apron extending at least ten feet from the edge of the public street to prevent washout of gravel and dirt into the public street and to protect the edge of pavement from breaking. (OSR district only.)
15. One secure bike parking space should be provided for every twenty vehicle parking spaces installed. (All commercial and mixed use areas and the MF district.)
16. Bike racks should be provided close to main building entrances. (All commercial and mixed use areas and the MF district.)
17. Sites should be organized to reinforce, emphasize, and encourage pedestrian activity and circulation. (All areas.)

ARCADES, AWNINGS AND CANOPIES

Arcades, awnings and canopies are architectural features that have been misused or ignored in recent years. During the late 50s, 60s and early 70s, downtown property owners in many cities and towns across the nation began installing metal awnings and canopies across entire building fronts, sometimes across entire block fronts, in an effort to compete with the malls that were springing up in suburban locations. These awnings and canopies didn't relate to the architecture of the buildings in their design, their size or their placement and the metal (usually aluminum) had no basis in the historical fabric of the building. Instead of adding to the character of downtown, such features took away from it. Properly designed, constructed, and installed, arcades, awnings and canopies can be a wonderful addition to new and historic buildings by providing shelter, visual interest, and bringing the building to a human scale.

The canvas awning on the old Gaither Tobacco Factory building in downtown Mocksville reduces the scale of the building and creates a pedestrian-friendly front.

These canvas awnings, properly designed and placed , add significantly to the appeal of this commercial building.

An arcade is a covered passageway such as this simple arcade in Downtown Mocksville. Note that the arcade covers the entire width of the sidewalk.

Design Guidelines

GOAL: To encourage the use of appropriate arcades, awnings, and canopies to enhance building facades.

1. Awnings and canopies should be placed at the top of window and door openings. *(All areas.)*
2. Awnings and canopies should relate to the shape of the top of the window or doorway. *(All areas.)*
3. Awnings and canopies should be made of canvas or similar material. Vinyl or metal awnings should not be used unless they are constructed and designed to successfully mimic the style and appearance of canvas awnings or unless they are constructed of copper and designed as accent pieces for windows or doors. *(TC district only.)*

Awnings can be used successfully to add texture and color to a building, as this photo of the old Southern Bank and Trust building illustrates.

4. No awning should extend more than two-thirds the width of the sidewalk or nine feet, whichever is less, nor should it at any point be less than 7.5 feet above the sidewalk. *(All commercial areas.)*

5. Awnings and canopies should be self-supporting from the wall; no supports should rest on or interfere with the use of pedestrian walkways or streets. *(All commercial areas.)*
6. In no case should any awning, canopy, or arcade extend beyond the street curb or interfere with street trees or public utilities. *(All commercial areas.)*
7. Arcades should cover the entire sidewalk from the building front to the sidewalk edge. *(All areas.)*
8. Arcades should be designed as an integral member of the building and as such should relate in design, placement, material, color, and scale to the rest of the façade and to neighboring facades. *(All areas.)*

BUILDING HEIGHT AND WIDTH

The height of a structure is important to how the structure relates to adjacent buildings and the surrounding landscape. In a small town like Mocksville, a building which towers over its neighbors would be very out of place. Such buildings could cast a shadow on adjacent buildings and land for much of the day. Although setting absolute height limits is important to help prevent such situations, relative height is far more important. By establishing guidelines for height based upon adjacent building height and distance, new structures can be designed to "step up" gradually providing a pleasing transition between uses and between densities of use.

The building wall of this block of Main Street is, for all intents and purposes, continuous. Only a narrow alley between the two buildings on the right separates the facades.

The ratio of building width to lot width can have a great impact on the appearance and feel of an area, especially the downtown. Historically, downtowns have a nearly continuous building wall along block fronts. This building wall is usually composed of the facades of one or more buildings and can include occasional fences, low walls, and other features that act to extend the facades when needed. Downtowns that have developed without this characteristic building wall and downtowns that have lost one or more buildings to demolition can appear "snaggle-toothed" and disorderly resulting in a loss of cohesion which is critical to a successful downtown.

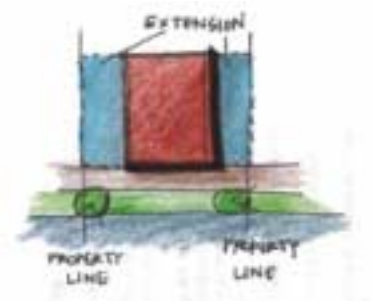
Design Guidelines

GOAL: To define urban street space, foster compatibility between development sites, and to emphasize the downtown as the core of the community.

1. No building should exceed 45 feet in height as measured from the finished grade at the street front portion of the structure to the tallest portion of any habitable space. *(All commercial, office, and residential buildings.)*

To date, no buildings have been constructed in the downtown which exceed the height of the cupola on the old courthouse pictured above.

2. The tallest buildings in Mocksville should be located in the downtown. *(All commercial, office, and residential buildings.)*
3. When zoning districts which permit a taller structure are located adjacent to one another, care should be given to prevent taller buildings from casting a shadow on or overpowering shorter buildings. *(All areas.)*
4. Additions and new construction should maintain the existing building wall pattern by extending the building front from side lot line to side lot line, except that an appropriate architectural wall or similar design feature may be used instead of a building extension. *(TC district only.)*



5. Building height should be used to provide a pleasing transition between adjacent buildings as defined by the 10 closest similarly zoned properties. The structure should match the intensity of the neighborhood. *(All areas.)*

BUILDING PRESENTATION

Our dependence on the automobile has caused builders, designers, and planners to lose focus on the public presentation of buildings. Instead our focus has been on how the building relates to the automobile. This had led to an increasing number of buildings being designed to address, or front, parking lots instead of public streets.

Many older commercial buildings in downtowns were designed to permit customers to enter from any side adjacent to a sidewalk. Buildings are now often limited to one customer entrance and exit area which almost always faces a parking lot. In addition, modern buildings with climate control systems and electricity don't need windows for ventilation or for light. When included, they are often treated as ornaments and limited to one side of buildings (an exception is usually the office building where windows are still valued by the workers inside).

Along with doors and windows, other "extra" features such as cornices have been lost in the design of many modern buildings. The cumulative result of these losses are buildings with blank, featureless walls facing our public streets. Such buildings add no architectural value to our communities when they are new and, as they age, their negative impact on the community only increases. Blank walls are hostile to the community and signal distrust of the street and the town. They alienate pedestrians and break building conformity. Buildings can and should be designed with a pleasing public "face."

This CVS pharmacy located in a neighboring town was designed with this side facing Main Street. The Main Street wall, decorated only by awnings serving primarily as identification signs for the business, is the back side of the building. A display window and a public entrance would have made a significant difference to its appearance and function on Main Street. The building front instead faces the parking lot. Building designs such as this should not be permitted in Mocksville.

Design Guidelines

GOAL: To have buildings that successfully address public streets and public places.

1. Building facades should be substantially parallel to the front property line except that corner buildings may be oriented to address the corner. *(All areas.)*
2. All buildings should front public streets, except in rural areas where private roads may serve up to five lots. *(All areas.)*
3. Building entrances should face the street or a street-fronting courtyard and be accessible from the public sidewalk. *(All mixed use, commercial, and residential areas, except the OSR district.)*
4. Any portion of a building facing an adjacent street right-of-way should be considered a building front and should meet the presentation and facade requirements, except that any building with three or more sides facing a street should only be required to designate two of these sides as building fronts and any building located on a through lot should only have to treat one side as a building front. *(All areas.)*

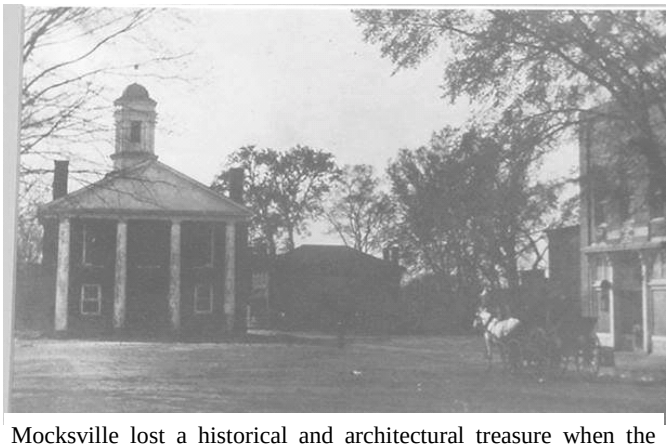
5. Each dwelling in a duplex located on a corner or through lot should front a separate public street. *(All areas.)*
6. Buildings located at street intersections should be designed to address the intersection at the property corner. *(All non-residential areas.)*
7. Any side of a building that is not intended to serve the public should be screened from public view (by masonry walls, fence, vegetation, etc.) to the extent that all loading, storage, solid waste, maintenance equipment (brooms, mops, buckets, etc) and similar items are not visible to the public. *(All non-residential buildings.)*

DEMOLITION

Although demolition is not usually thought of as a design element, it can have a significant impact on the appearance of the town. As the town ages and evolves, demolition is inevitable. The new replacing the old and obsolete has defined much of the evolution of the south since World War II. When demolition involves removing an abandoned strip center, a derelict industrial building, or dilapidated housing, it can be a cause for community celebration. When demolition involves the destruction of historic treasures and architecturally significant structures, it is cause for lamentation.

America has lost much of its historic downtowns to demolition. Many of these buildings were taken down to make way for newer ones in the name of progress. New replacement buildings have almost always lacked the character and architectural significance of the old buildings they replaced. Ironically, older buildings, even neglected ones, can be cheaper to restore and upfit than the cost of new construction. Mocksville is fortunate in that most of its original downtown buildings remain. However, even here there have been losses. The original county courthouse, demolished in the early twentieth century, stood at the center of Main and Depot Streets anchored by the four large oak trees that now frame the center of town.

The alternative to demolition is rehabilitation and adaptive reuse. This is possible with most of our historic structures, as evidenced by the old jail. But, many of our newer structures are difficult to transition to a new use because of their size, their design, or their construction. Abandoned malls and big box retail stores, for example, may sit vacant for years. These and similar abandoned structures are nuisances which deaden our streets, blight our neighborhoods, and degrade our community.



Mocksville lost a historical and architectural treasure when the original county courthouse was demolished in the early part of the twentieth century. This is a view of the courthouse looking south, standing at what is today the intersection of Main and Depot Streets.

Demolition often leaves storefronts stranded, as evidenced in this photo, exposing interior brick walls which weren't designed as facades and can't, without some treatment, withstand exposure to the elements. The site above is directly across the street from a beautiful historic courthouse.

Design Guidelines

GOAL: To protect existing structures by encouraging reuse and rehabilitation and to promote new construction that is well designed and adaptable to the town's changing needs.

1. No existing building which contributes to the character of the town should be demolished without first exploring all alternatives related to rehabilitation and reuse. *(All areas.)*
2. Demolition of historic structures should be prevented. *(All areas.)*
3. Demolition permits should be required prior to demolition of any structure which has or has been connected to public utilities. *(All areas.)*

DENSITY

A change in density should signal a transition from rural to urban when moving across the landscape. Unfortunately, the explosion in suburban development since World War II has blurred this distinction in many areas of our state.

Suburban literally means "near the city" but could also be defined as "less than urban." Initially, this suburban development was almost strictly single family residential units on lots of at least 1/3 of an acre. Over time, industries, strip commercial centers, and other non-residential uses followed. Often this development didn't occur as a continuation of existing urban areas. Instead it "leapfrogged" over undeveloped tracts adjacent to towns and cities and followed highways into very rural areas. Poor soils, the increasing density of development, and the relocation of urbanites to these suburban areas created a demand for public services which were heretofore only available in urban towns and cities. This demand for public infrastructure, including water and sewer service, police and fire protection, and street construction and maintenance, is changing our landscape and the very nature of what it means to be a town in North Carolina today.

An average density of two units to the acre is generally the minimum density needed to support a fiscally healthy water and sewer system. In Mocksville, the typical urban density of single family detached housing is at least three units to the acre. This pattern of development has resulted in neighborhoods that residents frequently characterize as comfortable and friendly. New residential development should strive to replicate established density patterns in existing residential areas.

Higher densities may also be achieved through the implementation of mixed-use developments, row houses, and the use of rear lanes or alleys.

Low density suburban development (photo above) may be appropriate when located on the edge of town. Higher density residential neighborhoods in town, however, provide cozier spaces (photo below) and helps to ensure more efficient, cost-effective infrastructure and services.

Design Guidelines

GOAL: To develop with a pattern of density that provides clear definition between urban and rural areas, that emphasizes the downtown as the core of our community, and that respects the historic development patterns of Mocksville.

1. In general, the density of development should be highest at the town center and lowest in the ETJ. *(All areas.)*
2. In general, residential density should range from ten units per acre in the town center area to one unit per acre in the ETJ. *(All areas.)*
3. New development should be planned to replicate, when possible, the density patterns in adjacent residential areas or to provide a pleasing transition to another allowable density. *(All residential development.)*

EXTERIOR MATERIALS

The exterior of any building visible to the public impacts the public landscape. The form and substance of the material used to clad exterior walls is very important to the texture, character, and human scale of a building. Although this is true for all places in town, the downtown area, well defined commercial centers, and residential neighborhoods, especially historic districts, are the most affected by the use of inappropriate exterior wall materials. For example, buildings clad in various forms of sheet metal are common in industrial areas; however, the same metal paneling used on a downtown structure or strip commercial center would be very much out of character for the area. Metal crafted to mimic clapboard siding, shakes, and similar traditionally wooden exteriors can, however, be successfully integrated into many pleasing building designs.

Color is one element of the facade that is easy and relatively inexpensive to change. A change in color can result in a dramatic change in appearance. Color can be used to highlight architectural features, to hide blemishes, and to accent building lines. Buildings bathed or trimmed in inappropriate colors, however, tend to vibrate against the background of the more traditional earth tones and muted colors related to the soils and the rock evident in the materials that clad most buildings in Mocksville. Such colors detract from the urban environment by overwhelming and conflicting with their surroundings and can appear cartoonish.

Industrial buildings often use metal siding to reduce cost and to give them the maximum amount of flexibility to expand and change to meet new needs.

Textured or patterned concrete block can mimic brick, stone, and stucco finishes quite successfully.

Design Standards

GOAL: To have buildings clad with a type, texture, and color of material that relates to natural material elements found in Davie County, and which respects our history and the area of town in which the building is located.

1. Additions and new construction should use facing materials that are compatible in quality, color, texture, finish, and dimension to those common in the downtown area. Acceptable materials include, but may not be limited to, brick, stone or wood. *(TC district only.)*
2. Under no circumstances should metal or vinyl siding be used on any non-industry primary structure except that vinyl and aluminum imitation clapboard siding and shakes may be used as accent pieces. Such accent pieces should be limited to the upper floors only. *(TC district only.)*
3. Concrete block of any kind should be avoided on non-industry buildings except on the rear face of buildings. *(TC district and all residential areas.)*
4. Exposed chimneys should be finished with brick, stone, or stucco. *(All residential structures.)*
5. All exposed foundation walls should be finished in brick, stone, stucco or textured/patterned concrete block (i.e. architectural block, rock face block, and ornamental concrete block veneers). *(All residential, mixed use, and commercial districts.)*
6. Stucco and large modular materials should be avoided or used only as accent pieces on street fronting facades. *(All commercial structures.)*
7. Paint colors should relate to natural material colors found on neighboring historic buildings. Contrasting colors, which accent architectural details and entrances, may be used. (*All commercial and residential structures.)*
8. Roof and exterior wall colors should be low-reflecting. *(All areas.)*

FACADES

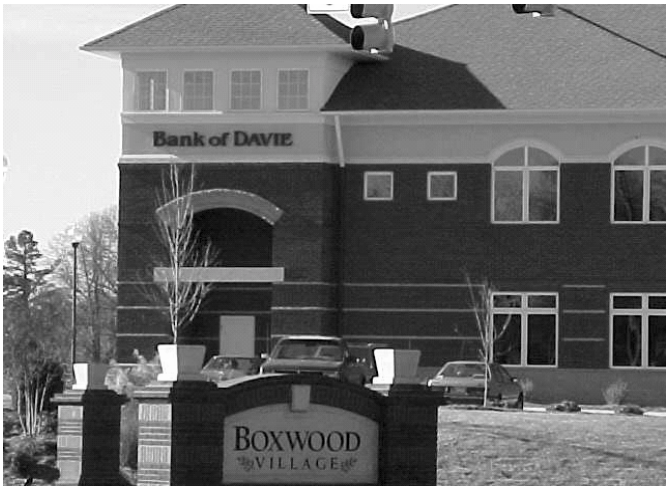
The building façade as used in these standards means any face of a building given special architectural treatment. The façade is what we see, it forms our impression of the building and to some degree the uses inside. Put together, the facades of our buildings define the architectural character of our town.

The elements of the façade such as windows, cornices, doorways, and awnings impact its perceived scale and help to determine whether or not pedestrians feel welcome and comfortable walking along the sidewalk or entering the building. The actual height of the building has little to do with whether or not the façade is designed with a pedestrian scale. We can be overwhelmed by two story buildings lacking pedestrian scale features yet feel completely comfortable even affectionate about skyscrapers whose designers incorporated these elements.

The facades of historic multi-story downtown buildings traditionally emphasized a strong horizontal design element to provide a visual separation between the first and second or subsequent floors. This separation, whether achieved by the placement and style of windows, cornices, or other features helps to establish a scale that is comfortable to pedestrians.

A change in the roofline on the building on the left and awnings on the building on the right provide good visual separation between floors.

Facades should also be varied to provide visual interest. Streets with monotonous and unarticulated facades are hostile to pedestrians and lack the character that the town currently enjoys. Articulation, which means a change in the horizontal or vertical plane of a building, can be accomplished with windows, entrances, and architectural details.



Windows and prominent doorways create a pleasing public face on this new building in town.

Windows are very important features of a building façade. Their style, size, number, placement, and degree of transparency are critical to maintaining the fabric of downtown architecture. For example, a modern all-glass building would be as out-of-place in downtown Mocksville as would one that is windowless. Mixed use buildings with retail on the first floor historically have large display windows extending across most of the first floor of the front of the building. Second and subsequent floors tend to have double-hung windows spaced evenly across the front and often sides and/or rear of the building.

Design Guidelines

GOAL: To have well designed facades that add to the town's architectural inventory and that provide visual interest to the pedestrian.

1. Building facades at street frontage lines should be pedestrian oriented and of pedestrian scale. *(All areas.)*
2. New construction and additions to or remodeling of existing buildings should maintain a clear visual division between street level and any upper floors. *(All commercial and mixed use areas.)*
3. Retail activities within buildings should be oriented toward the street and have direct access from sidewalks through storefront entrances. *(All areas.)*
4. No building front should remain unbroken (unpierced) by a window or functional general access doorway for more than 25 feet. *(All areas excluding industrial buildings located in the SP, CB, or GI districts.)*
5. The primary entrance to a building should be architecturally and functionally designed on the front façade of the building facing the primary public street, whenever possible. *(All areas.)*
6. Building entrances should be emphasized using design (massing), architectural features, and changes in the roofline. *(All areas.)*

7. The ground level of all buildings should offer pedestrian interest (e.g. shops, display windows, interesting architectural features, etc.) along sidewalks and pathways. *(All areas.)*
8. No less than 50% of the horizontal distance of any facade facing a public street should be designed with arcades, windows, entrances, or awnings. *(All buildings except industrial buildings.)*
9. New construction and remodeling of existing buildings in the town center district should maintain the prevalent pattern and spacing of the windows and doorways on historic downtown buildings. (*TC district only.)*
10. Windows on the street level front of buildings should constitute at least twenty percent and not more than fifty percent of the front facade. Windows on subsequent levels should be a minimum of fifteen square feet each. (*TC district only.)*
11. Windows should be clear, transparent glass and should not be lower than twelve inches above the sidewalk (including the lintel). *(All commercial buildings.)*
12. Frames and sashes for windows should be of wood, vinyl, or pre-finished metal and should have stone, brick, or cast concrete lintels and sills. (*TC district only.)*
13. Window glass should always be set back from the building face rather than flush. *(TC district only.)*
14. A building should not be designed so it is an advertisement itself.

Elements of a Building Facade

LIGHTING

Effective lighting design incorporates careful consideration of many variables including overall visibility, safety and security, energy efficiency, light trespass, and environmental concerns such as sky glow or impacts on local wildlife. Many states and municipalities have, or are in the process of, developing outdoor lighting codes.

Sky glow, also known as light pollution, is common around urban areas. Sky glow is generated by light sources on the ground. This light is reflected from atmospheric particles such as dust, smog, or water particles in fog and becomes the all-to-familiar glow of light in the night sky. This glow obstructs our view of the stars and planets often making it difficult or impossible to locate familiar constellations.

Light trespass, on the other hand, occurs when a lighting system is unable to contain its light within the area intended. This results in light spilling over onto adjacent properties and into our streets. Although there are rare cases where light trespass is welcomed, in most instances it ranges from a nuisance to a public safety hazard. As different types of uses, especially residential and commercial, are mixed and located closer to one another, the potential for problems associated with light trespass increases.

There are many needs for lighting in our built environment; however, lighting can be unnecessarily obtrusive. Some perfectly legitimate reasons for lighting may be incompatible. For example, the use of lighting to showcase cars for sale may conflict with the needs of the community to see well on roadways. Glare, trespass, energy waste, and sky glow, can have serious consequences for the public health, safety, and welfare, but they can be effectively controlled or eliminated with attention to the design, installation, and use of lighting fixtures.

The type and style of lighting fixture also plays an important role in establishing the character of an area. Historic districts, downtowns, and other residential and commercial areas benefit from decorative light poles fed from underground electric lines. Whenever possible, the town should encourage new poles and fixtures that make a positive contribution to our community character.

The fixture on the left is a typical roadway light. It is a drop-lens cobra head luminaire that produces a level of glare and uplight that is unacceptable and unnecessary. By contrast, the fixture on the right is a flat lens head that provides excellent roadway lighting with no uplight and greatly reduced glare.

Lighting fixtures should direct light downwards, not towards the sky or horizontally for great distances.

Graphic from the International Dark-Sky Association.

Design Guidelines

GOAL: To reduce light pollution and light trespass.

1. Regulations should ensure that sufficient light levels accommodate the safety and security needs for the area illuminated. *(All areas.)*
2. Projections of light and glare should be confined to stay within property lines. *(All areas.)*
3. Pole heights that are appropriate to the application should be used; however, excessively tall fixtures should be prohibited. *(All areas.)*
4. Shields that minimize the component of light above horizontal (glare) should be used in all applications. *(All areas.)*
5. Pole spacing should be designed to ensure that illuminance on the ground is uniform but not excessive. *(All areas.)*
6. Light trespass should be prevented. *(All areas.)*
7. Light pollution should be reduced. *(All areas.)*
8. Light poles and fixtures that make a positive contribution to community character should be encouraged. *(All areas.)*

LOCATION

The location of particular types of development within the community is very important to the overall form and function of the community and the welfare of its citizens. This is why zoning is permitted and is a common tool used to manage land use across the United States.

The location of uses within the town, especially in "edge" zones, areas where one type or intensity of use abuts another, can help to provide good transitions between different areas and between potentially incompatible uses. For example, multi-family uses serve as a good buffer between single family residences and commercial areas. In addition, the addition or exclusion of certain uses from parts of town can reinforce or undermine the long-term viability of an area. This has been seen in declining downtowns across America where residential uses have been zoned out for years.

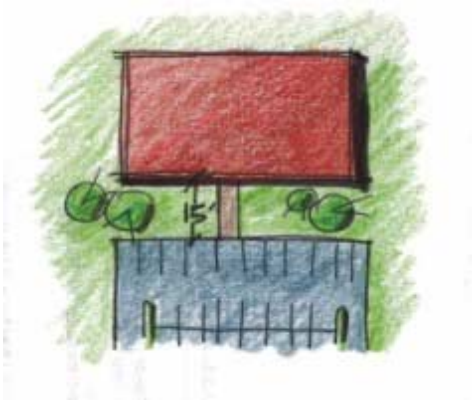
How buildings are located on development sites is also an important consideration. Livability in an apartment complex, for example, can be greatly affected by proximity to streets, parking areas, and other buildings.

The location of uses within buildings can also be important to the community. This is especially true in downtown areas where pedestrian-oriented businesses on the first floor are essential to a healthy downtown. Downtowns also benefit greatly from residential uses located on upper floors. Keeping buildings close to the street helps keep pedestrians interested.

Design Guidelines

GOAL: To use location as a means of encouraging compatibility of design and use on individual development sites and between zoning districts.

1. Buildings containing dwellings should be set back a minimum of fifteen feet from internal driveways and parking areas. *(Multi-family and mixed use areas only.)*



2. Multi-family development projects should serve as buffer uses between single family residential areas and more intense commercial or mixed use areas. *(All residential and mixed use areas.)*
3. Upper floor residential development is strongly encouraged. *(Mixed use areas only.)*
4. New residential development should be an extension of existing residential areas of town or it should be located on appropriate infill sites. "Leap-frogging" (jumping over developable areas adjacent to existing urban areas) into rural areas is strongly discouraged. *(All areas.)*

Dance studios, art studios, barber shops and similar uses located in transition areas and along neighborhood boundaries can provide important buffers to more intense commercial uses. However, as the photo above illustrates, the design of the use is critical. In this case, the exterior materials, the setback from and relationship to adjacent homes, the overall design of the building, and the parking (not shown) are all out of character for this residential area.

LOT SIZE AND ARRANGEMENT

In urban areas, the size of a parcel relative to the size and location of its use and the ratio of lot width to lot depth can significantly impact the look and feel of development. Small homes in subdivisions of half-acre lots with large front yard setbacks seem as out of place as do large homes on small lots with little side yards but large front yards. Businesses separated from public streets and each other by large setbacks and paved parking areas may also appear to float in the landscape.

Many existing lots of record are irregular shaped remnants of earlier subdivisions. These lots can be difficult to use appropriately and economically and often result in a request for relief from certain development requirements. Even lots that appear to have a sufficient amount of area and are basically rectangular in shape may not fit well into an orderly urban environment. A lot with a small amount of road frontage extending several hundred feet in depth away from the road, and, conversely, a lot with a large amount of road frontage but a shallow depth are both problematic. It can be very difficult if not impossible to design appropriate uses for such lots that adhere to sound urban design principles.

Setbacks are the most frequently used means of establishing the "buildable area" for a lot. A setback is normally a minimum distance from a property line, a building, or other feature of the parcel which must be maintained in developing the lot. Most zoning ordinances establish front, side, and rear setbacks as well as special side yard setbacks for corner lots.

Large front yard setbacks and virtually no landscaping make this neighborhood appear stark and the houses out of scale.

A consistent building line creates order in the urban environment and results in a neat appearance for most residential areas.

Setbacks may vary depending upon the use of the property and the types and sizes of structures permitted. Accessory uses also frequently have a different setback than the principal use. There is a problem, however, with using setbacks in urban design. The amount of variability from lot to lot results or can result frequently in a hodgepodge arrangement of buildings and uses that defies any attempt to provide order and predictability in the urban landscape and which fails to adequately define the public space of the street.

Interestingly, setbacks are often used by communities to "ensure open space" within the community. Setbacks, however, are not a good tool for this. The property within the setback can often be used for many non-building purposes and the green space, if any, that results from the setback is inaccessible to the public and subject to change with future changes in the ordinance and as part of street-widening projects. The land tied up in setbacks does not form any part of a larger more comprehensive open space program and cannot be counted on to benefit wildlife or the natural environment.

Unlike the more ubiquitous minimum setback line, a build-to line defines public spaces, creates orderly, disciplined development, and establishes building walls and block fronts that are essential to the character of urban places. Essentially, a build-to line establishes the point at which all building facades on a parcel must be erected, although porches, bay windows, awnings, and similar appurtenances may be located closer to the property line.

Design Guidelines

GOAL: To develop setback, build-to lines, and lot dimension requirements that encourage traditional town development.

1. Establish build-to lines that bring the fronts of all new buildings close to the public street. (All areas except the OSR and GR districts.)
2. Establish a requirement that the depth of a lot should not be less than its width nor should the depth exceed four times the width. The only exception to this should be rural subdivisions and lots less than ten acres in size. *(All areas except the OSR district.)*
3. Ensure that setbacks, where needed, do not require too great a distance between uses nor between a use and a public street or sidewalk. *(All areas except the OSR district.)*
4. Encourage development that defines the public space of the street. *(All areas.)*
5. When possible, use alleys to access property from the rear.
6. Flag lots and zero frontage lots should be permitted where a shared driveway or private road provides access as long as: 1) the house numbers served by the driveway/road are posted next to the public street and again where access to individual lots intersects the shared driveway/road, 2) a legally binding shared driveway and/or private road maintenance agreement is filed at the Register of Deeds of Davie County, and 3) the shared driveway or private road is shown, along with all appropriate and necessary easements, on a recorded plat and a note is attached thereto stipulating the use of the driveway and referencing the recorded maintenance agreement. *(OSR district only.)*
7. Establish minimum lot sizes by zoning district by right, but allow applicants to petition the town board for a conditional use permit to allow them to build on smaller lots as long as they can demonstrate that the quality of the overall development equals or exceeds that which could be built by right. *(All areas.)*

Consistent build-to lines provide order in the urban landscape and help to define public spaces. The examples above are from downtown Shelby, which like nearly all historic and modern downtowns including Mocksville are built on this basic design concept.

NATURAL RESOURCE PROTECTION

Mocksville is blessed with abundant natural resources. Residents enjoy high quality drinking water, beautiful lakes and streams, woodland habitats, and clean air. Protecting these resources is important to the future of our town.

Bear Creek, Elisha Creek, Dutchman's Creek, and City Lake are examples of the town's irreplaceable natural resources that must be protected. Many other unnamed resources such as floodplains, tributaries, and branches also deserve our respect and protection. Recognizing that these areas are linked and form a larger integrated network of natural areas is a first step in ensuring their protection.

Natural wooded areas in the outlying parts of the town's jurisdiction provide habitat for many species of plants and animals. They also provide important natural scenery for residents and visitors. Pastoral landscapes intermixed with mature wooded areas blanketing gently rolling hills have welcomed people to Davie County for two centuries. These rural vistas, however, are threatened by scattered suburban development and the services that follow it. This development blurs the line between urban and rural where often the benefits of either environment are lost. Natural habitat is replaced with homes, garages, grassed lawns, and streets, but these developments frequently lack the character and identity of urban neighborhoods with their close proximity to urban services, jobs, and commercial centers.

Mocksville is very fortunate to have excellent air quality most of the year. To help ensure that it stays that way, we should reduce our dependence on automobiles and make sure that traffic flows along the town's streets and doesn't back up at intersections or slow down unnecessarily.

Protection of the town's natural resources isn't easy. It requires planning, regulation, and a willingness of citizens to support and encourage these efforts. If we are successful, we can avoid the all too bleak landscape shared by towns and cities that have traditionally not exercised care in managing and protecting their natural resources.

Rivers, creeks, and lakes are important natural resources needing protection.

Design Guidelines

GOAL: To protect our natural resources while continuing to support healthy economic growth.

1. Avoid piping or channeling creeks and streams. *(All areas.)*
2. Preserve our natural landscapes and areas of mature trees, especially near creeks, streams, and lakes. *(All areas.)*
3. Maintain naturalized stream banks. Rip rap and similar devices should be avoided. *(All areas.)*
4. Design streets and sequence traffic lights to avoid long delays at intersections. *(All areas.)*
5. Minimize the amount of impervious surface on development sites. (*All areas.)*
6. Protect floodplains from inappropriate development. *(All areas.)*
7. Strive to retain stormwater on development sites. *(All areas.)*
8. Do not permit new developments to increase flood hazards. *(All areas.)*
9. Design bridges to permit water to flow freely without impediment. *(All areas.)*
10. Avoid stream crossings by streets and trails unless necessary to provide or maintain connectivity. *(All areas.)*
11. Design open space systems to incorporate and protect significant natural features whenever possible. *(All areas.)*

OPEN SPACE AND RECREATION AREAS

Open space and recreation areas are important features in the urban environment. They provide green space, places to walk, to play, and to gather, and they help to protect air quality and to provide habitat for wildlife. In addition, urban open space and recreation areas are an important element in maintaining a human scale to urban development.

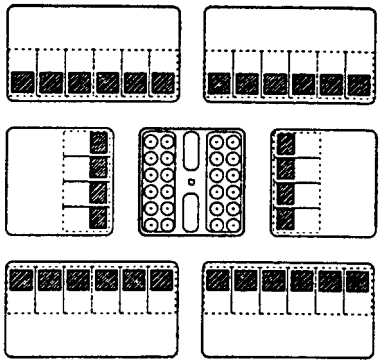
Open space and recreation areas are only valuable to the long term interests of the community if they are permanent. They may be either publicly or privately owned, but their permanence is a must. Urban open space should be useable and it should be well designed to fit in within the context of surrounding development. Rural open spaces located on the edge of town are very valuable for protecting important natural features, preserving rural vistas and view corridors, and preserving native vegetation.

Urban open spaces take many forms depending upon their location and their function. The six detailed below represent the largest and best defined types.

Parks and playgrounds are important features in the urban environment. This photo shows how easy it can be to incorporate public seating into park design.

Photo courtesy of the U.S. Department of Housing and Urban Development, Affordable Housing Design Advisor.

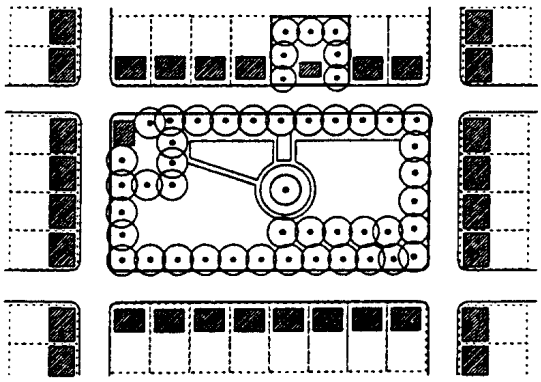
Squares.



These are areas for passive recreational use. Squares should be bounded by streets on a minimum of three sides or 75% of their perimeter. They should be at least 500 square feet in size, but no more than one acre. Squares may be entirely paved in crushed gravel, brick paver, or similar material, or partially paved with other areas of soft landscape. All squares should be planted parallel to all street rights-of-way with one species of canopy tree planted a minimum of ten feet on center and a maximum of thirty feet on center. Interior landscaped areas should be geometrical in design.

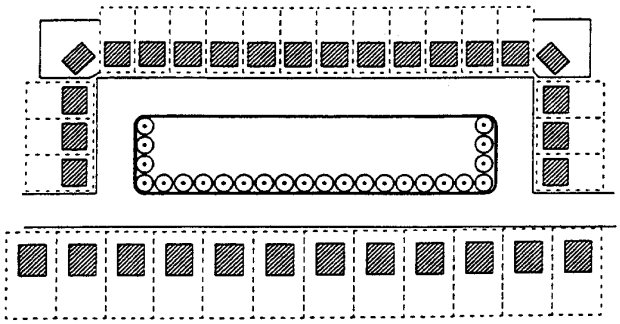
Parks.

Parks may be designed for passive and/or active recreational use. Parks should be bounded by streets on a minimum of 50% of their perimeter, and are encouraged to be enclosed by streets on all sides. They should be a minimum of one acre in size and a maximum of three acres. Maximum size can be exceeded if, through design, the park creates a central open space which services an entire neighborhood or group of neighborhoods, or incorporates physical features which are an asset to the community (e.g. lakes, high ground, significant stands of trees, etc.).



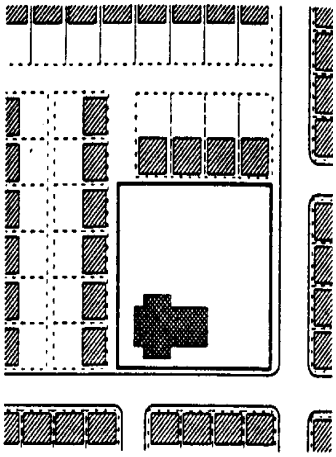
Forecourts.

Forecourts are open space areas which act as buffers between residential buildings and non-residential buildings or streets. Forecourts are entirely bounded by streets. It is recommended that forecourts be planted parallel to all street rights-of-way with one species of canopy tree. Such plantings shall be a minimum of ten feet on center and a maximum of thirty feet on center.



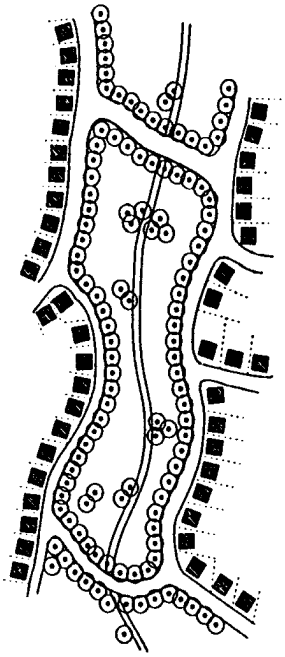
Plazas.

A plaza is an open area adjacent to a civic or commercial building. Plazas function as gathering places and may incorporate a variety of non-permanent activities, such as vendors and display stands. Limited parking is also permitted. Plazas are always paved in brick or another type of paver, or crushed stone. Plazas should always be level, stepped, or gently sloping (less than 5% grade).

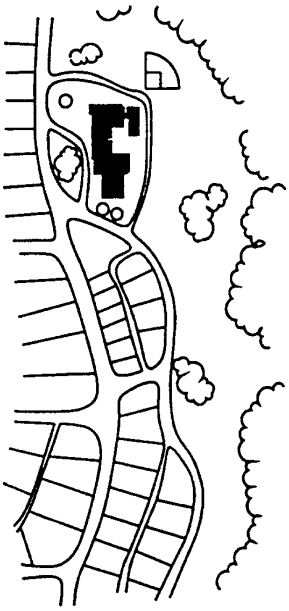


Parkways.

Parkways are open spaces designed to incorporate natural settings such as creeks and significant stands of trees within a neighborhood. Parkways are to be entirely bounded by streets or pedestrian rights-of-way within developed areas. Parkways differ from parks and squares in that their detailing is natural (i.e. informally planted). Parkways are used for walking, jogging, or bicycling. In addition, small scales recreational features such as a playground area or soccer field are appropriate in parkways. Streets bordering the parkway should be designed as Neighborhood Parkway streets.



Greenbelts.



Greenbelts run along the perimeter of a neighborhood or town and serve to buffer a neighborhood from surrounding in-compatible uses such as a highway corridor, industrial district, or agricultural areas. Greenbelts are left natural but may include walking trails. In addition, schools located adjacent to greenbelts can provide all recreational and athletic fields within the greenbelt. Streets bordering greenbelts should be designed as Neighborhood Parkway streets.

Trails and pathways are important features in public parks and open spaces. This is a photo of a greenway in Gastonia.

Design Guidelines

GOAL: To develop a system of quality open spaces and recreation areas throughout the town's jurisdiction.

1. In developments with twenty or more units, unobstructed, pervious open space should account for a minimum of twenty-five percent of the total land area of the site. For the purposes of this section, unobstructed open space is defined as an area that permits free access by residents but which may include playgrounds, active recreation spaces, and wooded areas free of dense undergrowth. *(All residential and mixed use developments.)*
2. Open space and recreation areas should have direct access from public streets. *(All areas.)*
3. Open space and recreation areas should be visible and easily accessible. *(All areas.)*
4. Parks within a five minute walk of every neighborhood center are encouraged
5. Urban open space and recreation areas should have multiple points of entry. *(All areas.)*
6. Open space and recreation areas should be well buffered from moving vehicles. *(All areas.)*
7. Private open space is encouraged. *(All areas.)*
8. In urban areas, perimeter uses such as open cafes, retail shops, high density residential areas, and restaurants are encouraged; "bring the indoors out".
9. Quality public spaces will include appropriate outdoor furniture and landscaping and will provide many seating opportunities.
10. Public art is encouraged.

PARKING

Our orientation towards the automobile has created many phenomena not the least of which is the large front parking lot. Most businesses today have developed the habit of putting their parking adjacent to the main public street abutting their property. This pushes the building itself away from the street disassociating it from the public sidewalk and creating in some areas a vast stretch of almost uninterrupted asphalt starting at the front of one building and extending across a parking lot, a public street, and another parking lot to the front of another building. This pattern may be continued for long distances in modern strip commercial areas punctuated only by small developed out parcels which so often only confuse instead of abate the effect.

This development pattern creates other problems that have plagued many urban areas as well. Parking lots located immediately adjacent to the street are often designed with multiple access points to permit the freer flow of traffic onto and off of the site. This freedom, though, often comes at the price of public safety. Motorists using the public street find it almost impossible to predict where a vehicle may choose to exit or enter the public street. This uncertainty leads to more frequent accidents.

Large front parking lots push buildings to the back of the development site away from streets and pedestrians.

Having the buildings located away from the street also gives an illusion of lower density. This coupled with an often wide, straight street creates an environment where motorists find it easy to knowingly and unknowingly exceed safe speeds. This further endangers public safety.

In this environment, sidewalks become stranded between wide fast moving public streets and large inhospitable expanses of parking lots. With shops and businesses located far apart and streets too wide to make pedestrians feel safe crossing, the development pattern dictates the use of an automobile. It is little wonder that few people choose to use sidewalks in these locations.

The solution to the problems created by large front parking lots is a return to a more historic development pattern of placing buildings close to the street. This requires that most of the parking be located to the side and, preferably, the rear of the structure. This can, however, lead to other equally serious issues such as inappropriate building design and presentation and impacts on adjacent non-residential properties located to the rear of the commercial property, which should be handled through other design standards. (See building presentation, building orientation, and building facades.)

Public safety officials, particularly law enforcement officers, prefer open, well lit parking lots. Lots which are secluded or heavily screened may provide a haven for crime. Good parking lot design is essential to ensuring the safety of the motorist and the pedestrian.

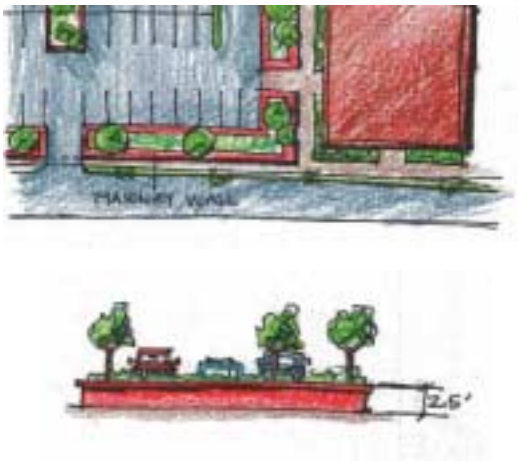
Front parking lots located adjacent to wide boulevards create an almost continuous blanket of asphalt from storefront to storefront.

Landscaping provides shade and softens the impact of large parking lots by breaking the lot into smaller functional areas.

Design Guidelines

GOAL: To have safe, well designed parking areas that successfully accommodate the pedestrian and are subordinate in design and appearance to adjacent buildings.

1. Parking should be located primarily to the rear of the principle building and may be accessed from the front, side, or rear of the property. (All areas except the OSR and GR districts.)
2. Parking areas on adjacent lots should be connected unless topography prevents it. (All commercial areas.)
3. Public parking areas adjacent to street rights-of-way should, whenever possible, be separated from the street by a masonry wall two-and-a-half feet in height of sufficient strength and width to serve as alternative public seating designed in character with the area. (All areas.)



4. Private parking areas adjacent to street rights-of-way should be separated from the street by a planting area of not less than eight feet in width but which averages at least ten feet in width along 50% of the street frontage. This area should be planted with one canopy tree every forty feet. The area between canopy trees should be completely filled in with a combination of understory trees, shrubs, perennials, annual flowers, and grasses. (All uses except single-family residential.)

5. The interior of all parking lots should be landscaped to provide shade and to break up large expanses of impervious area. (All areas.)
6. All driveway and parking areas should be paved with asphalt or concrete except for areas used for overflow, special events, and peak parking. (All urban areas.)
7. Parking, loading, and service areas should not be placed in the corner at street intersections. (All areas.)
8. Shared parking is strongly encouraged, especially among neighboring businesses with different peak hours. (All areas.)
9. Large surface parking areas should not be permitted unless broken into visually and functionally smaller units through the use of raised concrete curbs and heavily landscaped islands. (All areas.)
10. Parking aisles should be separated from each other by medians planted with shade trees. (All areas.)
11. Parking aisles should be arranged so that planted medians cast shade on vehicles during the summer months. (All areas.)
12. Overflow, special events, and peak parking areas should be permitted to remain grassed or, if necessary, paved with a pervious pavement system. (All areas.)
13. Appropriate signage and clear pavement markings should be provided at uncontrolled intersections. (All areas.)
14. There should be approximately one tree for every ten cars.
15. When possible design parking lots in order that they may double as plazas for special events.

RESIDENTIAL DESIGN

Residential design is an important component of our town's character. Elements such as roof pitch, porches, decks, patios, garages, carports and the building foundation can have significant impacts on the way a home looks, the way it fits in with the town character, and the way it functions in the larger community.

A complex roofline, changes in façade materials/colors, well proportioned windows, a covered porch, and a prominent front entrance all make the house in this illustration attractive and interesting.

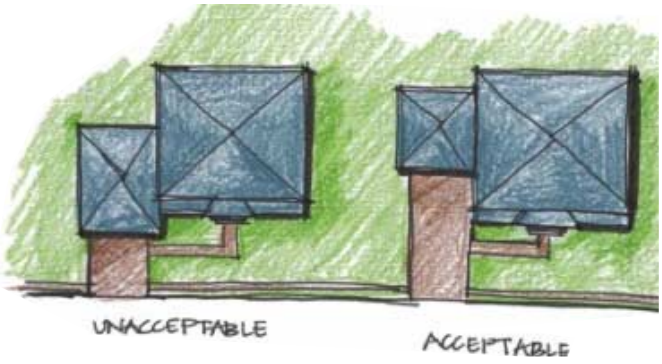
Although not all historic homes were designed with front porches, the front porch played a significant role in most urban residential neighborhoods in the South. Homes were typically located close to the street and the front porch served as a place to greet the public, passersby, and to generally interact with the neighborhood. As lots in new subdivisions grew larger and homes receded further and further from the street, front porches began to shrink, disappearing entirely on most new homes.

In many American towns and cities, it was common for historic residential buildings to have their first, principal floor positioned two feet to five feet above the level of the sidewalk. This allowed residents a view of activity in the street, but assured them privacy from passersby. It also allowed people sitting on porches to be roughly at the eye level of passersby, thus encouraging neighborly conversation.

Just like our commercial buildings that have become more automobile oriented over the past several decades, our houses have been redesigned to reflect the overwhelming importance that vehicles play in our daily lives. Garages tend to dominate many contemporary home styles. Frequently garage doors are placed in a more important location than the front door and are the first thing a motorist or pedestrian sees when traveling down the street or sidewalk. Unfortunately, as we have adapted houses to accommodate the automobile, these houses have lost their orientation to

This is too often the view in modern residential neighborhoods. With their protruding, prominent, boxy garages, it is easy to see how this design has earned the nickname "snout house." This type of design is strongly discouraged.

The apron leading to a garage from an alley needs to be wide enough to accommodate a car pulled straight in towards the garage or it needs to be narrow enough to discourage parking outside of the garage. The aprons in the development shown in this photo do not consistently meet this guideline.



Design Guidelines

GOAL: To encourage thoughtful residential design that will result in the creation and maintenance of strong, vibrant neighborhoods.

1. At least thirty-five percent of the homes in any new development should have a porch a minimum of eight feet in depth that extends across at least twenty-five percent of the front wall of the house. *(All areas.)*
2. Decks and patios should be installed on the side or rear of the house only. *(All areas.)*
3. Porches should be permitted to extend up to eight feet into a required front yard. *(All areas.)*
4. All new homes in mixed use areas should be elevated a minimum of 24 inches above grade at the building front. *(All mixed use areas.)*

5. All new homes built on concrete slabs in single-family residential neighborhoods should be elevated high enough to accommodate a minimum of four courses of brick veneer around the entire perimeter of the foundation. *(All residential areas.)*
6. Residential homes should have a minimum 4:12 roof pitch with an average pitch of 6:12. *(All residential areas.)*
7. Garages and carports, if provided, should be placed flush with or behind the front wall area of the principle structure. If possible, garages should be side or rear loading. *(All residential areas.)*
8. Garages and carports accessed by an alley should be located to within 5 feet or set back a minimum of fifteen feet from the edge of pavement. *(All residential areas.)*

SERVICES AND UTILITIES

The services provided onsite and the utilities needed to serve a site can greatly impact the character of development. Drive-thru windows, gas pumps, ATMs, and other drive-up service facilities need to be carefully located to minimize impacts on local streets, onsite traffic circulation, and the building character of the area. Additionally, antennas, HVAC units, and garbage containers need to be placed appropriately on a site to minimize adverse impacts.

Air conditioners, heating units, antennas, and other equipment mounted on rooftops, on the sides of buildings, or at ground level adjacent to non-residential buildings can, if not properly placed and screened become the focal point of a structure. Effective screening on the roof can be accomplished through camouflage or parapet walls. Wall mounted and ground level equipment can be screened with landscaping, fencing, or similar material. Equipment can also be placed behind principal buildings away from public view, but care should be taken not to adversely impact adjacent properties.

Public utilities such as electric lines, cable television, and telephone lines crisscross many streets and neighborhoods. They frequently interfere with street trees and create clutter at street intersections. Placing utility lines underground solves these problems.

Simple screening of mechanical equipment, such as the use of this fake rock cover, can be useful when the equipment cannot be hidden from view. In the example above, however, some landscaping around the base of the cover would have made this screen appear less obvious.

Ground level mechanical equipment is easy to screen with shrubbery, fences, and low walls.

Design Guidelines

GOAL: To subordinate the appearance of services and utilities on individual sites and throughout the community.

1. Mechanical equipment at ground level should be placed on the parking lot side (preferably the rear) of the building and away from public streets and buildings on adjacent sites. *(All areas.)*
2. Mechanical equipment and antennas located on the rooftop should be camouflaged as a normal architectural feature of the building, or hidden by a decorative cornice or parapet wall. *(All areas.)*
3. All utility equipment should be designed and located to be as inconspicuous as possible and should not be located on the street-side of a principal structure. *(All areas.)*
4. All utility lines serving a property should be placed underground whenever possible. *(All areas.)*
5. All utility lines serving new subdivisions should be placed underground. *(All areas.)*
6. Whenever possible, existing utility lines should be relocated underground. *(All areas.)*
7. All trash and recycling receptacles and storage areas should be located away from public streets and screened entirely from public view through the use of masonry walls, vegetation, or fencing. *(All areas.)*
8. All screening used to block public view of trash and recycling receptacles and storage areas should

be made of materials compatible in color to the primary structure(s) on the property. *(All areas.)*

9. Drive–thru windows, freestanding ATMs, gas pumps and similar devices should only be placed in areas that will not interfere with the safe movement of pedestrians and vehicles in parking and driveway areas. *(All areas.)*
10. Drive–thru windows, freestanding ATMs, gas pumps and similar devices should not be placed between the primary façade of a building and the public street. *(All areas.)*
11. Drive-thru services are discouraged in the Town Center district. If provided, they should be located on the rear or side of buildings away from public streets. *(The TC district only.)*
12. All stormwater detention and/or retention ponds and basins should be designed as an integral part of the developed site and should be aesthetically pleasing which can be simply achieved through the addition of fountains and landscaping. *(All areas.)*

SIDEWALKS, TRAILS, AND PEDESTRIAN PATHWAYS

Pedestrians are an important part of the urban environment. Mostly treated as an afterthought, if at all, during the latter part of the twentieth century, sidewalks and pedestrian paths are making a comeback in transportation plans across the nation. Without the vibrancy created by a healthy pedestrian population, urban areas become sterile and uninviting. The daily encounters with friends and neighbors we enjoy in the downtown and residential areas are a significant part of the urban experience and an important community builder. Furthermore, sidewalks should connect us to essential services and activity centers such as grocery stores, jobs, churches, schools, and retail shops providing citizens an alternative to the automobile.

One element necessary for establishing a quality pedestrian environment is an unobstructed pedestrian throughway. Simply stated, this means ensuring that along the horizontal distance of a sidewalk, trail, or pathway that there are no obstacles in the vertical plane for a distance of at least eight feet. Pedestrians, especially those who are visually impaired, depend upon having this zone free of obstructions so that they don't have to worry about tripping or bumping into objects.

Sidewalks are the backbone of the pedestrian network. When properly, planned, located, and designed, they are an essential element of the urban environment. Unfortunately, many sidewalks are poorly designed and located. For example, a four foot wide

Trails, such as the one above, provide access to common open space in new subdivisions.

Wide sidewalks in commercial areas provide plenty of room for pedestrians, permit many seating opportunities, and provide room for mature trees which cast welcome shade in the summer. (Shelby, NC)

Photo provided courtesy of the North Carolina Division of Community Assistance and the Appalachian Regional Commission.

"Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities put urban environments back on a scale for sustainability of resources (both natural and economic) and lead to more social interaction, physical fitness and diminished crime and other social problems. Walkable communities are more livable communities and lead to whole, happy, healthy lives for the people who live in them. "

From Walkable Communities, Inc at

sidewalk is the common design in many places. Yet, the width of the sidewalk not only affects pedestrian usability but also determines the types of access and other pedestrian elements that can be installed. A five foot wide sidewalk is probably the minimum needed to accommodate pedestrian traffic in a residential area, but a much wider sidewalk is necessary in commercial areas to include amenities such as street furniture or newspaper stands.

Design Guidelines

GOAL: To have a safe, efficient, integrated network of pedestrian facilities throughout the town.

1. Sidewalks at least six to eight feet in width should be installed along all urban arterials not located in the Town Center District and along all urban collector streets within and adjacent to new development. *(All areas.)*

2. Sidewalks at least twelve feet in width should be installed along all major thoroughfares in the Town Center District. *(The TC district only.)*

3. Sidewalks at least five feet in width should be installed along one side of all neighborhood streets serving a subdivision of less than twenty lots and cul-de-sacs serving less than ten lots. *(All areas.)*

4. Sidewalks at least five feet in width should be installed along both sides of all neighborhood streets serving a subdivision of twenty lots or more and along cul-de-sacs serving more than ten lots *(All areas.)*

5. Allow balconies, bay windows, arcades, and porches located on upper levels, and their supports at ground level, to encroach over the sidewalk. *(All mixed use and commercial areas.)*

6. Require encroaching arcades to cover the entire sidewalk. *(All mixed use and commercial areas.)*

7. Encourage developers to install sidewalks and trails at least five feet in width to provide pedestrians and bicyclists to access any adjacent public spaces, shopping areas, neighborhood recreation facilities, etc. *(All areas.)*

8. Sidewalks should be paved with concrete. *(All areas.)*

9. Allow trails to be paved in concrete, asphalt, or any loose material that can be installed and maintained to meet ADA requirements. If loose material is used, a hard edge should be provided to contain the material. *(All areas.)*

This trail for pedestrians and cyclists was built as part of a new greenway system in Gastonia. It features a ten foot wide asphalt surface and is intended to connect neighborhoods to area institutions and parks while serving to protect water quality.

10. Place a strip of planted area between the street and sidewalk in order to screen the pedestrian from traffic and increase sense of security. Trees will also provide a shaded area for pedestrians.

11. Benches, or some form of seating, as well as many planters are encouraged.

SIGNS

Signs provide important information to the public, they convey thoughts, feelings, and attitudes essential to a democratic society, and they can be an important advertising tool for retailers, employers, community services, and politicians. Well placed, well designed signs accomplish one or more of these goals without overpowering the site on which they are located, without creating traffic or pedestrian hazards, and without contributing to what is commonly referred to as the "visual pollution" of an area.

In areas where buildings are placed back from the street, ground mounted signs are considered necessary in addition to the more traditional building mounted sign. Commercial strips are well known for their sign clutter where, over time, signs have a tendency to become taller, larger, and more flashy just to stand out from all of the other signs demanding our attention. Public safety is a primary factor in sign regulation in these and other areas of town.

Motorists straining to see signs pointing to their destination and signs that block the view of pedestrians or motorists create hazardous conditions on our streets. Signs that contain elements which mimic stop signs, yield signs, and other regulatory signs confuse motorists resulting in increased traffic accidents. Flashing, spinning, and other moving signs which momentarily divert the attention of drivers are also dangerous.

Shopping center signs provide a coordinated, consolidated place for all stores in the center to advertise their location. Such signs are encouraged on multiple building sites as well.

Pennants and other flashing and moving signs are designed to attract the attention of the motorist, taking their focus, if only momentarily, off of the street in front of them. This can be dangerous to the traveling public.

Design Guidelines

GOAL: To ensure that signage is designed and placed appropriately and that it complements the community instead of harming it.

1. Relate signs in their placement and size to other building elements without obscuring building elements such as windows, cornices, or decorative details, except that signs may be placed on the inside of windows. *(All areas.)*
2. Sign material, style and color should complement the building facade in terms of design, scale, color, and materials. *(All areas.)*
3. Individual shop signs in a single storefront should relate to each other in terms of design, size, color, placement on the building, and lettering style. *(All commercial and mixed use areas.)*
4. Temporary signs should not be placed on the outside of buildings in the town center district. *(TC district only.)*
5. Signs placed on the inside of window areas should conceal no more than twenty-five percent of the area of the window on which the signs are located. *(All areas.)*
6. Neon should not be used anywhere on the exterior of a building, but it is appropriate to use non-flashing and non-moving neon signs mounted on

the inside of store windows. *(All areas.)*

7. Public banners, installed by the Town of Mocksville, are appropriate. *(All areas.)*
8. Permanent public kiosks or signposts installed by the town or the state (or approved by such for installation) that display a directory of businesses and attractions are appropriate within the public right-of-way. Businesses, organizations, and uses should be allowed to request a sign or a panel on a directory. *(All areas.)*
9. Temporary freestanding signs placed in, but not obstructing, the public right-of-way during downtown festivals and street events should be permitted in the town center district. Such signs should be displayed only on the day of the event and only during the hours of the event. *(TC district only.)*
10. Sign boards placed on the sidewalk in the town center district during business hours are appropriate as long as they do not obstruct the public sidewalk or hinder its use in any way by pedestrians or handicapped persons. *(TC district only.)*
11. Monument and double post signs are encouraged over single pole signs. *(All areas.)*
12. Freestanding signs should be limited to eight feet in height. *(All areas.)*
13. Signs should only be lighted with indirect light sources; (e.g. backlighting) and knockout signs are encouraged. *(All areas.)*
14. Off-premises and temporary signs should not be placed in the right-of-way except as herein noted. *(All areas.)*

Excessive signage, whether directional signs at intersections such as above, or pennants and inflatables such as below, are unnecessary clutter on the landscape.

Photo provided courtesy of the North Carolina Division of Community Assistance and the Appalachian Regional Commission.

A sign is simply a display used to convey a message or to identify a product, service, or place of business.

SIZE, SCALE, AND COMPATIBILITY

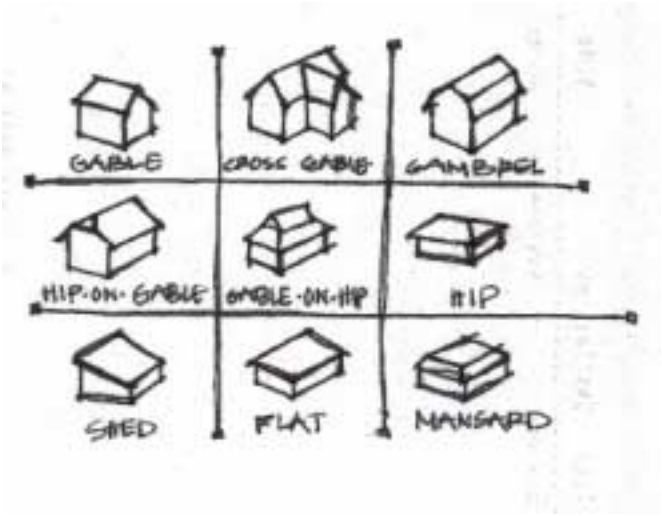
The size, scale, and compatibility of future development is crucial in our efforts to maintain a quality town environment. The relationship of the width and height of a building to other nearby buildings and pedestrians as well as the overall size and shape of a building define its scale.

Very large commercial buildings located next to small residential buildings, for example, can create visual discord and generate incompatibilities which lead to problems in the urban environment. As an alternative, large buildings can be designed to appear as a series of connected smaller buildings that would integrate more naturally with nearby smaller commercial structures and residential buildings. When designed in this fashion, these large buildings are also easier to subdivide and sell or rent if the single large tenant leaves. This makes these buildings easier to reuse reducing the possibility that they will remain vacant.

New buildings can be designed to be compatible with adjacent buildings if the elements of architectural compatibility are addressed. These elements are often referred to as massing. Massing, or the architectural design of a building, determines the buildings' shape and form and the relationship the building will have to adjacent buildings and public spaces. There are eleven elements which normally affect the massing of structures. A specific project should consider, but may not need to incorporate, all eleven elements. These elements are as follows:

It is easy to see that the buildings above have virtually nothing in common in their appearance. They vary in their size, shape, roof type, entrances, windows, and scale. They would give a hodgepodge appearance to any community if built in the same development or block. Contrast this with the houses below. Although their facades are different widths, they are similar in the type and pitch of their roofs, their window type and spacing, exterior materials, and their front setbacks. They do not appear to be mismatched in this block.

1. **Building silhouette:** roofline pitch and scale. The proportion, texture, color, and type of roof determine its compatibility with neighboring buildings. Although similarities in roof shapes create visual continuity in the streetscape, it is not necessary to duplicate all of the elements of a roof in order to achieve similarity. Some variation, especially in residential areas, can be very pleasing.



The roof type used on a building can have a dramatic effect on its appearance. Historic downtown commercial and office buildings commonly have flat or gable roofs with parapet walls. Civic buildings in town commonly have a gable, cross-gable, or mansard style roofline. Although mixing rooflines on detached homes within a block can provide a pleasing variation to building silhouettes, special consideration should be given to buildings which will share a common wall and multiple buildings comprising a single commercial or office development or district to ensure that changes in roofline will be visually compatible across the development, district, and block front.

2. **Spacing between building façades**: setbacks or notches between primary façades which frame a structure. A building with large side yards will be very out of place when located in the same block of a development or district where the rest of the buildings have small or no side yards, and the opposite is true as well.

3. **Setback from property line**: building setback and/or primary façade setback from the property line. When buildings vary too much in how far they are from the street right-of-way, the building wall of the street is destroyed and the street space lacks good definition.

A common build-to line in this development in Davidson ensures that the public space of the sidewalk is well defined and that there is a consistent building wall along the block front.

4. **Proportion of windows, bays, and doorways**: vertical or horizontal elements tied together in bands across façade lengths. Although it is not necessary that every building in a development or block front have identical entryways and window types and patterns, it is essential that there be a horizontal rhythm across facades to help ensure compatibility of structures. This, like most elements of massing, is most critical in zero lot line areas such as downtown and least critical in low density residential areas found in the OSR district.

5. **Proportion of primary façade**: size of façades in area and height to width ratios. Facades that are very wide and short or very tall and narrow can appear out of proportion.

6. **Location and treatment of entryway**: important visual commonalities between structures. Entryways are very important parts of a buildings façade. Public entrances given little treatment or prominence in the overall façade design are unwelcoming and may be overlooked by the public.

7. **Exterior materials used**: similar materials and treatment add to the compatibility of building(s); however, monotony should be avoided.

8. **Building scale**: building height and configuration.

9. **Landscaping**: ties together buildings and defines space; may soften imposing or unusually large buildings that are necessary to serve the public at large.

10. **Shadow patterns that form decorative features**: the light and dark surfaces from materials used and projections from window bays and setbacks.

11. **Proportion of solids to voids**: the amount and size of windows, doorways and other openings into a building.

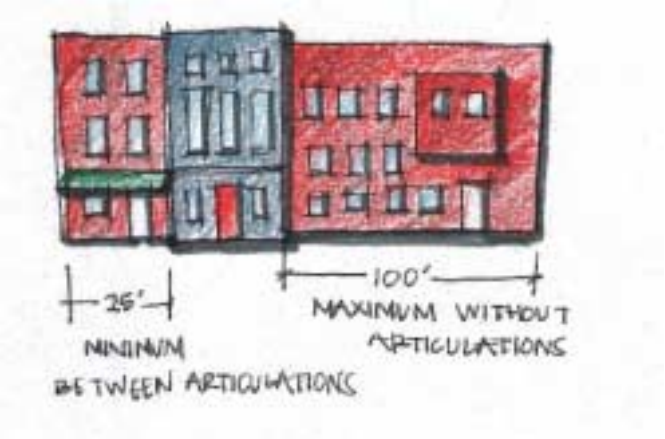
Design Guidelines

GOAL: To ensure compatibility of design within the built environment while encouraging creativity and variety.

1. Each building should be designed in keeping with the larger composition of the area in which it is located as defined by the ten closest similarly zoned properties. *(All areas.)*
2. Adjacent buildings should relate in similarity of scale, height, and configuration. *(All areas.)*
3. Larger buildings should be broken down in scale by designing the façade to mimic the appearance of multiple contiguous buildings. *(All non-single family residential development.)*
4. Whenever possible, multiple buildings, or at least

the appearance of multiple buildings should be used in place of one large monolithic structure as they fit the human scale much better and are easier to refurbish. *(All commercial and mixed use areas.)*

5. Building or store entrances should occur at least every 150 feet along a building façade. *(All commercial and mixed use areas.)*
6. No single multi-family development should contain more than five acres or fifty units. *(MF district only.)*
7. Wall articulations (or breaks in the façade or roofline) should be designed into all buildings not less than every one hundred feet or more than every twenty-five feet along the building facade. *(All areas except the MF district.)*



8. New buildings should respect the historic architecture of the town. *(All areas.)*
9. Incompatibilities between the scale and design of buildings should be reduced through the appropriate use of massing. *(All areas.)*

STREETS

Streets are arguably the town's most significant and extensive public lands. They wind in and out of every developed corner of the town ranging from relatively narrow neighborhood streets to wider town commercial streets to multi-lane throughways.

Many of the town's streets have been identified on the adopted thoroughfare plan as major or minor thoroughfares. This is a classification system developed by the State of North Carolina Department of Transportation (NCDOT) to facilitate building, improving, and maintaining the state road network. Although a number of the town's streets are maintained by NCDOT, these two categories cannot describe all of the street types that could and should support a thriving town.

Within its planning jurisdiction, Mocksville has streets that could be classified as rural roads, suburban residential streets, town commercial streets, town residential streets, and interstate highway. Alleys are often found in urban areas, but are not common in Mocksville. They offer designers more variety and flexibility in planning the built environment when given consideration in the development of a site.

Streets were once used by vehicles, pedestrians, bicyclists, wagons, carriages, and occasionally livestock. When the automobile conquered the urban landscape, it was given preeminence over the streets. Gradually throughout our cities and towns, other users have been all but forgotten. However, if we are to create vibrant urban areas that will last, we must begin to consider these other users in our street building and maintenance plans. This includes planning for bike lanes and pedestrian crosswalks. Although few people walk as a means of transportation, people walking in communities without adequate pedestrian facilities have the highest accident rate per mile traveled of all forms of transportation.

A typical suburban residential street in Mocksville.

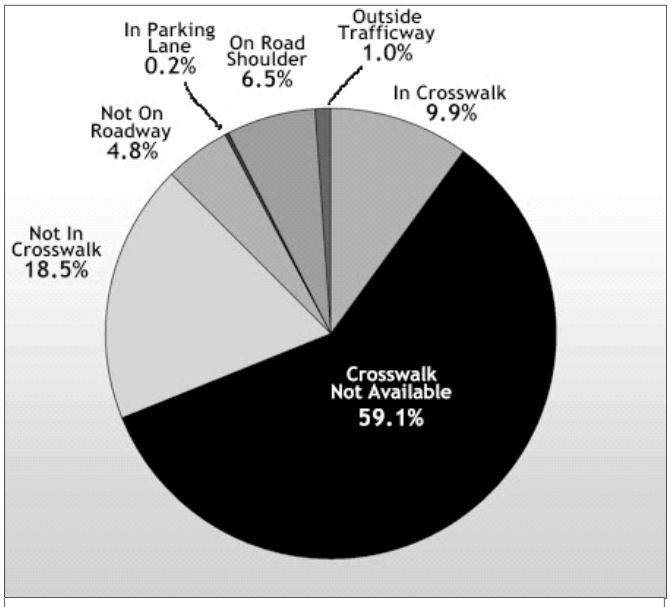
Street designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Pavement widths, design speeds, and the number of vehicle travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall town street network. Streets should also have an adequate number of well marked pedestrian crossings.

Some streets, like Valley Road above, are classified as arterials. Arterials move a significant amount of traffic within and through the urban area. Over time, it is expected that the land along the urban portion of any arterial will be developed; however, many streets like Valley Drive are partially rural and partially urban. The design of these and all streets should be sensitive to the type and need of adjacent uses as well as the motorist.

Another American phenomenon of the automobile age has been the proliferation of cul-de-sacs and the creation of islands of development. These islands, usually residential, contain an internal street network, which is sometimes extensive, that is connected to other parts of town by only one or two streets. This loss of connectivity has helped to erode our sense of community and force us to depend even more on the automobile. Fortunately, Mocksville is still small enough to have avoided most of these problems. With good streets planning and wise public policy, we can continue to avoid them as we grow.

Street blocks defined by public streets are the fundamental design elements of traditional town

Where Pedestrians Are Killed



"The national data show that walking is most dangerous in places without a basic network of pedestrian facilities – in other words, sidewalks and crosswalks. "

From Mean Streets 2000, Surface Transportation Policy Project.

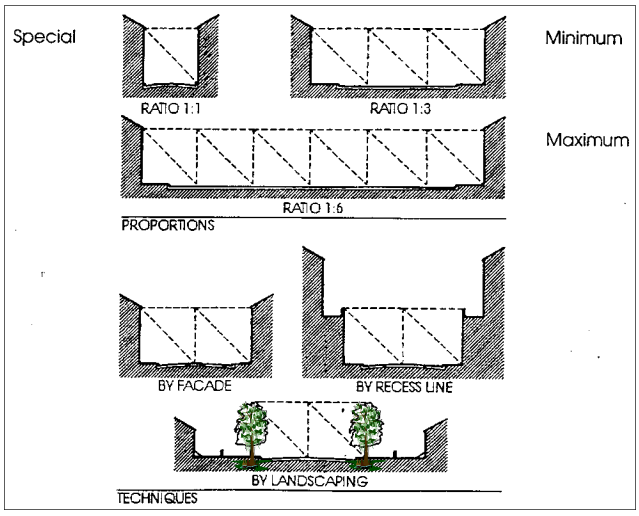
planning. Under most conditions, blocks range from 250 to 500 linear feet between cross streets. Occasionally, longer blocks are needed to reduce the number of railroad and stream crossings and to prevent bisecting public parks and natural areas.

The public street space should be appropriately defined by buildings, landscaping, low walls, and similar features. Proper alignment and delineation of the public street space occurs when such features are aligned, much like the walls forming a room, in a disciplined manner.

The defined space is characterized by a certain ratio of height to width. For good definition, the ratio of one increment of height to six of width is the absolute maximum for an urban street space, with one to three being a good effective minimum. As a general rule, the tighter the ratio, the stronger the sense of place. Very tight relationships of one to one can create special pedestrian places.

Overcrowded and fast moving streets have led many communities to seek ways to calm traffic in residential areas. These have included frequent stop signs placed along stretches of roadway, speed humps, and even abandoning some streets to allow them to be maintained as private streets so they can be gated. All of these techniques are an attempt to correct a problem in the organic design of the street system. In short, towns which have evolved with few local street connections, a poor collector street system, and long, straight, wide local streets suffer from neighborhood traffic problems. A good local street plan and development standards that require the creation of a healthy street network to serve new development will prevent future problems.

Optimal Street Width To Building Height Ratios



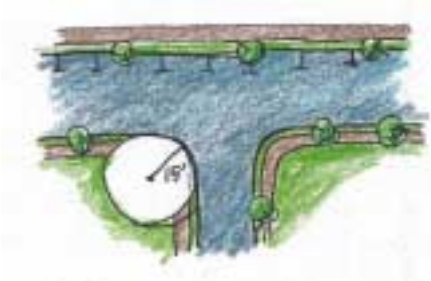
Alleys designed with concrete edges (photo above left) hold up better under the traffic of heavy vehicles and they are neater in appearance than non-edged alleys (photo above right). The photo below left shows evidence of pavement failure in an alley. The alley in the photo below right isn't draining properly which may also lead to pavement problems in the future. Poor design and/or construction can be costly for the owner of such alleys. This can be a significant problem for the town if the alleys are public and it can be devastating to newly formed homeowners associations if the alleys are private.

Design Guidelines

GOAL: To have a safe, efficient, well connected street network throughout the town.

1. Block lengths should not exceed 500 feet. *(All areas.)*
2. Cul-de-sacs, where necessary due to topography or other environmental conditions, should not be allowed to extend more than 800 feet and should not serve more than ten lots. *(All areas except the OSR district.)*
3. The number of driveway intersections should be minimized whenever possible. *(All areas.)*
4. Streets should interconnect. *(All areas.)*
5. Planted medians should be constructed on multi-lane streets. *(All areas.)*
6. All streets should be designed and maintained for public access except for private streets in farm-house cluster subdivisions. *(All areas.)*
7. Closed, gated streets are strongly discouraged. *(All areas.)*
8. On-street parking should be allowed whenever possible. *(All areas.)*
9. Street design and location should, whenever possible, follow topographical changes to avoid excessive cuts and fills. *(All areas.)*
10. Streets should be designed and located in such a way to avoid the destruction of significant trees and natural areas. *(All areas.)*
11. Urban streets should be designed with a height-to-width ratio ranging from 1:6 to 1:3 in order to frame the public space of the street. *(All areas.)*
12. Street stubs should be provided within development adjacent to open land to provide for future connections. *(All areas.)*
13. Streets should be designed as the most prevalent public space of the town and should be scaled to the pedestrian. *(All areas.)*
14. Streets should be the focus of buildings; generally, all buildings should front on a public street. *(All areas.)*
15. Long segments of straight streets should be prevented by intersections designed to (*All areas.)*:
    a. Disperse traffic flow and reduce speeds, thereby eliminating the creation of *de facto* collector streets with high speed, high volume traffic; and
    b. Terminate vistas with a significant natural feature, a building, a small park, or other public space.

18. Design speeds should not exceed 30 miles per hour on any neighborhood street. Only streets classified as arterials should be allowed to exceed this design speed. (*All areas.)*
19. Pedestrian crosswalks should be incorporated into the design and construction of public streets wherever pedestrians are likely to cross. *(All mixed use and commercial areas.)*
20. Curb radius is not to exceed 15' (25' in rural areas) in order to slow drivers to a pedestrian friendly speed.



21. Where possible, include bike lanes.
22. Streets should be separated from the sidewalk and building fronts by a planter to increase the pedestrian's feeling of security.

TREES AND LANDSCAPING

Much of the south, including Mocksville, is, or once was, known for its majestic stands of oak-hickory forests, tall pines, and spring flowering trees such as the Dogwood and Redbud. Many of our older streets and neighborhoods are still graced with a canopy of arching branches that provide shade to our streets and convey a sense of warmth and shelter to motorists and pedestrians.

Newer developments built on former pasture and open land require the creation of a landscape environment while development in wooded areas should be focused on preserving existing trees and shrubs. Mature trees can add greatly to the appearance and value of land in addition to conveying a sense of permanence to development and lowering utility bills.

Trees also help to screen uses, reduce glare, and cleanse the air of harmful pollutants. Unfortunately, many of the trees planted along streets in urban areas are inappropriate for use as street trees. Medium and large maturing trees that interfere with utility lines are routinely trimmed into unnatural shapes that distort their appearance and weaken them making them more susceptible to disease and insects. Other trees have roots that may interfere with underground utility lines or destroy sidewalks, curbs and paving. Still other species of trees are prone to split, break, or uproot in high winds or winter storms making them potential hazards when planted next to streets.

Shrubs, flowers, low trees, ornamental grasses and similar landscaping materials make excellent choices where a landscape strip is needed to soften or partially obscure the view of an urban feature such as a parking lot. This is especially true when drought tolerant and hardy native species are chosen.

Choosing the right tree, shrub or plant also means understanding its maintenance requirements and disease tolerance. Although beautiful, exotic species may require frequent watering and they may not be especially summer or winter hardy in our area. Plants located next to streets and parking areas should also be able to tolerate exposure to carbon monoxide and other pollutants.

Disease tolerance is especially important in trees and shrubs and other plants requiring a significant investment of time or playing a significant role in a landscaping scheme. When multiple specimens of a single species are planted in close proximity, known as monoculture, the possibility that landscaping could be threatened by disease and pests greatly increases. Avoiding such situations, referred to as monoculture, is one of the best ways to prevent the spread of disease and its potential to destroy entire landscaped areas.

Trees provide shade, they convey a sense of permanence and grace, they help reduce pollution, and they soften the appearance of the built environment.

Many modern development sites include something called outparcels. An outparcel is a piece of land, usually close to the public street, which is commonly rented or sold for the purposes of building development. Frequently the outparcel is cleared and graded when the rest of the site is prepared, but it may be months or years before the parcel is actually developed. When these outparcels are not properly landscaped, they may remain partially or largely bare and weedy. This creates an unsightly appearance which detracts from the development and the town.

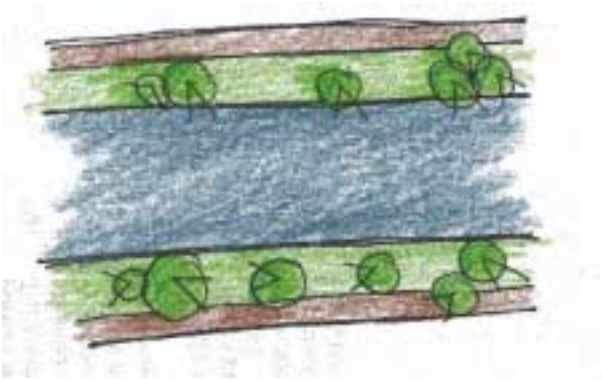
When planning for trees, it is important to remember that there are three basic types or roles for trees in

the landscape: 1) canopy trees, 2) understory trees, and 3) specimen trees. Canopy trees are tall maturing trees that provide an overarching living roof to an area. Oaks, elms, gums, and hickories are examples of canopy trees. Understory trees are at home in the shade of canopy trees and mature to low or mid-level heights. Examples of understory trees include dogwoods, redbuds, magnolias, and many types of cedars. A specimen tree is a species that is limited in location to one or only a few places on a development site. Typically, they have some characteristic that makes them especially interesting to see, therefore, they are frequently located at significant focal points. Many flowering trees are used as specimen trees on development sites.

Design Guidelines

GOAL: To maintain and enhance Mocksville's existing tree coverage and to promote careful landscaping of outdoor areas to soften and enhance the manmade environment.

1. Whenever possible, canopy trees or understory trees should be incorporated into new public sidewalk spaces. *(All areas.)*
2. Understory trees should be used instead of canopy trees whenever the taller tree would interfere with existing overhead utility lines. *(All areas.)*
3. Existing tree stands and wooded areas on private property should be preserved whenever possible. *(All areas.)*
4. Large, healthy specimen trees should be identified prior to development and preserved whenever possible. *(All areas.)*
5. When used in landscaped areas and along public streets, canopy trees should be placed 25' on center. *(All areas.)*
6. Landscape strips should be a minimum of five feet in width and average eight feet in width along their entire length. *(All areas.)*
7. Drought tolerant plants should be used whenever possible. *(All areas.)*
8. Native species of trees and shrubs should be the predominate choice for landscaping material. *(All areas.)*
9. Monoculture and overplanting should be avoided. *(All areas.)*
10. Low, undulating, heavily planted berms should be allowed as part of a successful screening program when they can be designed to fit in with the existing topography. *(All areas.)*
11. Large, heavily planted berms should be permitted for screening industrial uses from adjacent residential areas. *(All areas.)*
12. Fences of uniform design and material should be allowed to supplement vegetative screens. *(All areas.)*
13. Material and design of fences and walls used for screening should be consistent with the type and color of materials found on the principal buildings. *(All areas.)*
14. Streets should be lined with street trees on both sides, with the exception of rural roads, lanes, and alleys and the undeveloped edge of neighborhood parkways. *(All areas.)*



15. Outparcels should be landscaped while vacant to maintain an attractive appearance. *(All areas.)*

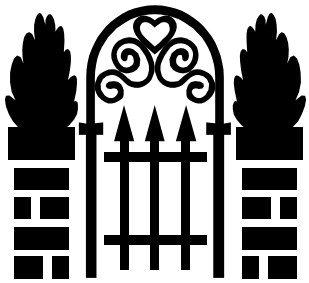
WALLS AND FENCES

Walls and fences can invite or repel, hold in or keep out, and separate or join adjacent uses. They can also screen uses such as parking lots from public view. When appropriately styled, well-built and maintained, walls and fences add visual interest and dimension to the landscape. When not, they can contribute to negative perceptions and community decline.

For example, whereas barbed wire and electric fencing are important in rural areas for containing livestock, they are not appropriate in urban residential, business, or industrial areas. The use of concertina wire sends a message that crime is a problem, whether or not the community is actually a safe place to be, and therefore should be restricted to only those uses that need a high level of security. Chain link fences that may be right at home in the rear yard on a residential property are not suitable for front yard use.

The height of the wall or fence in addition to the material from which it is made also determines how well suited a wall or fence is to a location. It may be appropriate for some industrial and utility uses to be fenced in with tall chain link fences, but it is not appropriate for most businesses and offices. Fences and walls that exceed four feet in height in the front yard of urban residential areas disrupt the fabric of the neighborhood and send a strong message that visitors are not welcome.

The two top photos show a concrete block wall that was built in front of a house along historic Washington Street in Shelby. This wall is completely inappropriate for the area, towering above vehicles and pedestrians. It completely severs the property from its neighbors and interrupts the otherwise consistent building wall of the street. The concrete wall also creates a safety hazard for pedestrians, especially children, using the sidewalk. In contrast, the fence in the bottom photo surrounds a house across the street and defines its property while maintaining an open, sociable environment.



Design Guidelines

GOAL: To encourage the design and construction of appropriate walls and fences throughout the town.

1. Walls and entrances should be designed to encourage and complement pedestrian-scale activity. (All commercial areas.)
2. Doorways at building fronts should be recessed to shelter customers from the weather. (All commercial areas.)
3. Chain link and other wire material fences should not be permitted in the front yard along any town street. (All areas except industrial areas.)
4. Security walls and fences, where needed, should be accompanied by vertical landscaping to screen them from view. (*All areas*.)
5. Barbed wire, razor wire, concertina wire, and similar high security fencing material should not be used in any area unless screened from public view and should not be permitted under any circumstances in commercial or residential districts. (*All areas*.)

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